

26 1955

B 545023  
SEPTEMBER 1955

# SPORTS CARS ILLUSTRATED

C.D.C.

35¢

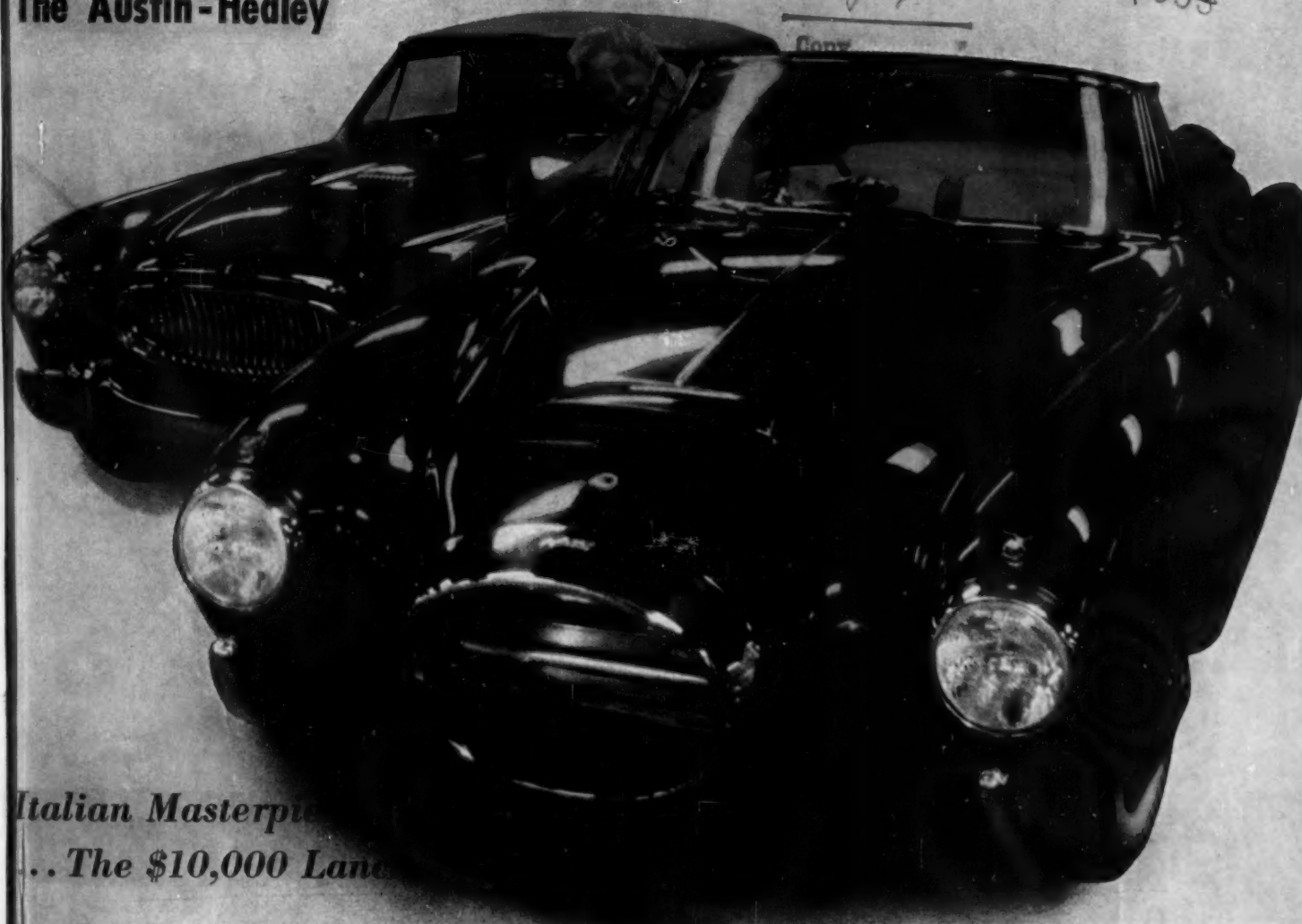
For The Sports Car Enthusiast®

**Tuning Techniques:  
The Austin-Healey**

THE LIBRARY OF  
CONGRESS  
SERIAL RECORD

AUG 5 - 1955

500553



Italian Masterpiece  
... The \$10,000 Land

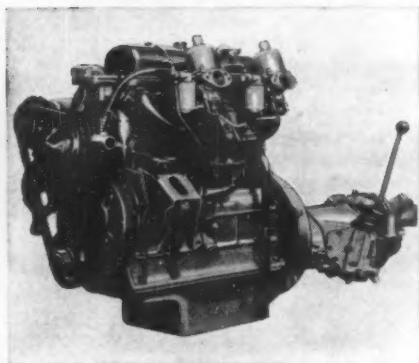
**Spotlight on S. C. H. Davis**  
**Competition Around The World**



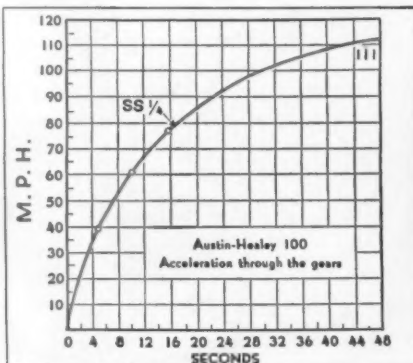
# IN 10.5 SECONDS

The Austin-Healey '100' offers you today's outstanding combination of performance and value. For less than \$3,000 you get light, precise steering, pool-table flat cornering and stable four-footed roadability. These advantages plus an excellent weight-to-power ratio enable the Austin-Healey '100' to dominate Class D cars and many larger.

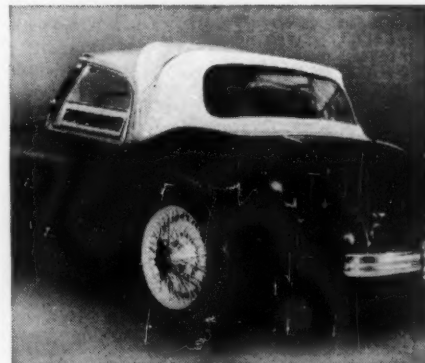
**\$**  
**ONLY 2985**  
**FULLY EQUIPPED**



The Austin-Healey's competition-tested engine develops its maximum torque at a modest 2,000 rpm for top acceleration through the gears. And not only is the engine reliable but it's easy to maintain too, with parts (including a modification kit) quickly available from 14 Austin distributors and 350 dealers.



**Specifications at a glance:** Four cylinder, overhead valve engine; displacement—2660 cc; 90 bhp at 4000 rpm; wheel base—90 inches; curb weight 2150 lbs.; distribution 49%/51%; three forward speeds plus overdrive (synchromesh); steering  $2\frac{1}{2}$  turns lock to lock; brake area 145 square inches; average fuel consumption, 25 mpg.



Because braking is as important as acceleration, the Austin-Healey '100' is muscled with 11-inch, hydraulic brakes that provide positive, no-fade deceleration. On top of all this the car comes equipped with custom features like overdrive, heater, tachometer, twin carburetors and knock-on wire wheels at no extra cost. For more details, use coupon below.

*Austin-Healey*  
100  
*Austin-Healey*

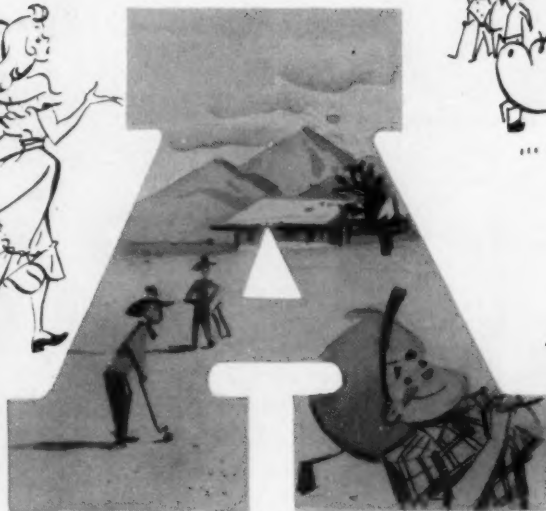
AUSTIN of England  
27-29 West 57th Street, New York, N. Y.

GENTLEMEN:

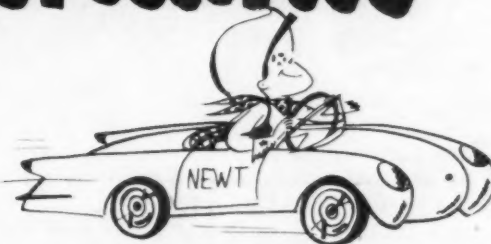
Please send me a copy of your new 12 page, full color brochure on the Austin-Healey '100'.

PRINT NAME AND ADDRESS HERE

JUL 26 1955



# merica's favorite acationland



## APPLE VALLEY INN

*In the Golden Land of*  
**APPLE VALLEY, CALIFORNIA**

*For Reservations See Your Travel Agent  
or contact our offices*

LOS ANGELES — TRinity 3671 — STanley 7-1678  
LONG BEACH — L. B. 400989  
SAN DIEGO — BElmont 47271  
SAN FRANCISCO — YUkon 2-6905  
SEATTLE — MUtual 1981

*or call direct*

**Victorville 5327**

*Teletype Victorville Cal 8788*

The pleasures of a vacation in the Golden Land of Apple Valley are an experience of unforgettable enjoyment. Lazy blue skies invite you to engage in your choice of an endless variety of recreation... championship golf, fishing, 100 miles of bridle trails, hunting, temperature controlled swimming pool, tennis, dancing, entertainment. And food and accommodations at one of the nation's finest hotels. All this within 2 hours from Los Angeles, just 5 miles off U. S. 66



# letters

THE EDITOR, SCI:

My warmest congratulations on Sports Cars Illustrated! Your first issue is excellent and I am looking forward to its successors.

I am particularly glad to see a sports car magazine published in the East and I hope you will give Eastern events the same type of notice that Western events have been getting.

My best wishes for a long, successful career for Sports Cars Illustrated.

Welles A. Gray  
Washington, D. C.

*We'll cover them all.*—Editor.

THE EDITOR, SCI:

Congratulations on the first issue of SPORTS CARS ILLUSTRATED. A long needed quality sports car magazine. All articles great.

R. Alexander Herman  
Jersey City, N. J.

THE EDITOR, SCI:

I have just finished your first magazine. I have been buying a good magazine on foreign cars but I have found yours much better. I enjoyed the way you covered the races. Lots of luck and success in your future issues.

John R. Metros  
Massena, N. Y.

THE EDITOR, SCI:

CONGRATULATIONS ON YOUR SUPERB FIRST ISSUE. BEST WISHES FOR YOUR CONTINUED SUCCESS.

Jack and Virginia Lynch  
Killeen, Texas

THE EDITOR, SCI:

I'm writing you in regard to your magazine, SPORTS CARS ILLUSTRATED. I think it has the most complete coverage of races and rallies and also I like your article called With the Clubs.

I would also like to announce another up-and-coming club in the New York area. It is called the Foreign Car Club of America. We have a club paper called the Autonaut, and a club badge. The club specializes in navigation runs, poker runs, and night owl rallies, and we have a great number of activities planned for the summer and fall months.

Our membership includes such cars as modified Jaguars, and a Bentley to VWs and MGs.

For any information regarding membership, please con-

tact Edward Moran, 3629 Oxford Ave., Riverdale, New York.

M. L. Schorr  
Bronx, N. Y.

THE EDITOR, SCI:

Congratulations to Sports Cars Illustrated!

Sports car enthusiasts need a publication devoted solely to the interest of those who admire and enjoy a fine car. Your publication is most welcome.

Eric Fleming  
New Brunswick, N. J.

THE EDITOR, SCI:

I just bought my first copy of Sports Cars Illustrated and there is only one word to describe it . . . Superb! You now have me for a steady customer.

Robert G. Clope  
Racine, Wisc.

THE EDITOR, SCI:

Perused first edition of SCI carefully and believe you have done a commendable job. Those to whom I have showed it thus far agree and are looking forward to further editions. We had a N. Y. Region SCCA meeting in Long Island. Ruth Bentley was present and also liked your first issue. Everyone else was grabbing for my lone copy and it was only by a miracle and an eagle eye that I still had it upon leaving. Congratulations again and the very best of luck.

Frank Miller  
Larchmont, N. Y.

THE EDITOR, SCI:

GREAT! GREAT! GREAT! . . .

Carr Potter  
Chicago, Ill.

THE EDITOR, SCI:

I like the informed approach to sports cars, which is as it should be. Your magazine looks real good. Keep it up.

Gene Babow  
Kentfield, Calif.

THE EDITOR, SCI:

SAW YOUR FIRST EDITION SPORTS CARS ILLUSTRATED. LOOKS VERY GOOD.

Jack McAfee  
Sherman Oaks, Calif.

THE EDITOR, SCI:

Went to the Marlboro Raceway Sunday and picked up your July copy of SCI. I was sure glad to find a magazine on sports cars *only*. Start me with your August copy.

Ace Anderson  
Glen Burnie, Md.

SPORTS CARS ILLUSTRATED subscription rates: Continental U.S. 1 year \$3.50; 2 years \$6.00. Canada 1 year \$4.00; 2 years \$7.00. Rates for all other countries supplied on request. Single copy 35c. Change of address: 45 days' notice is required.

SPORTS CARS ILLUSTRATED is published monthly. The name SPORTS CARS ILLUSTRATED is the U.S. Patent Office Registered Trade Mark of MOTOR PUBLICATIONS, INC. Entry as second class matter pending at Post Office, Washington, D. C., with additional entry pending at the Post Office, Silver Spring, Md., under the act of March 3, 1879. Manuscripts and photographs must be accompanied by sufficient postage if their return is desired, but no responsibility will be assumed for loss or damage to unsolicited material.

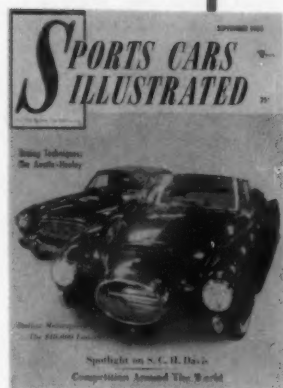
Copyright 1955 by MOTOR PUBLICATIONS, INC., under International Copyright Convention. All rights reserved under Pan American Convention. Reproduction or use, without express permission in writing, of any editorial or pictorial matter, in any manner, is prohibited. Use of any person's name in fiction, semi-fictional articles or humorous features is to be regarded as a coincidence and not as the responsibility of SPORTS CARS ILLUSTRATED. It is never done knowingly. The opinions expressed by the writers are their own and not necessarily those of the publisher. Printed in the U.S.A. On sale at leading newsstands—coast to coast in the U.S.A., Canada, Mexico, South America, Hawaii, Europe and throughout the world by subscription.



# sports cars illustrated

september 1955

no. 3 vol. 1



Our cover this month contrasts the Farina Lancia with the Vignalle-bodied Cunningham at Momo's.

## CONTENTS

HENRY SCHARF, SAE, Publisher

•

### EDITORIAL

GEORGE A. PARKS, Editor  
LEW BRANNEN, Managing Editor  
STUART TAYLOR, Technical Editor  
JIM MOURNING, West Coast  
F. E. BAER, European Editor  
GENE THOMAS, Picture Editor

•

SID GREIFF, Art Director  
BILLIE CLARK, Asst. Art Director

•

### CIRCULATION

EUGENE R. HOUSTON,  
Director of Newsstand Sales  
ALLEN HARDY, Director of Newsstand  
Promotion and Public Relations  
RUTH HOUGH, Manager, Subscription Dept.

•

### BUSINESS STAFF

THOMAS H. BURROWES, Business Manager  
MILTON S. DUBROFF, General Counsel

## competition

Racing's Most Tragic Day	6
Crossroads	19
Breakneck	30
Lavender Hill Mob Debut	38
Belgian Grand Prix	48

## technical

Devin's Dyna	16
Life for Leather	24
Topping a Jag	27
Giaur's Giant	43
Tuning the Austin Healey	44
The New MG	52

## features

Luck	13
The Sunkist Kid	22
Farina's Showpiece	34
Designed for Sport	50
The Wearing of the Green	51

## departments

Fashions	50
Shopper's Guide	55
Tyro Topics	58
Editor's Page	63
Review of Events	65
On the Schedule	65
Shop Talk	66

• **MOTOR PUBLICATIONS, INC.**—Henry Scharf, President; John H. Ferguson IV, Executive Vice President; Thomas H. Burrowes, Treasurer; Milton S. Dubroff, Secretary; Eugene R. Houston, Vice President and Director of Newsstand Sales; J. Raymond Scolaro, Vice President and Midwestern Advertising Sales Manager. **GREAT AMERICAN PUBLICATIONS**—Henry Scharf, President; John H. Ferguson IV, Vice President; J. Raymond Scolaro, Jr., Vice President in charge of Midwest sales; Thomas H. Burrowes, Assistant Secretary-Treasurer. **EDITORIAL AND BUSINESS OFFICES**—814 H Street, N.W., Washington 1, D. C. Telephone METropolitan 8-5243. **ADVERTISING MANAGER**—NEW YORK, 270 Madison Avenue. Telephone MUrray Hill 4-2422. **BRANCH OFFICES**—NEW YORK, 270 Madison Avenue, Jim LaRoe in charge. DETROIT, 2210 Park Avenue, Telephone: WOodward 1-2363, J. Raymond Scolaro, Vice President in charge. CHICAGO, 429 Belden Avenue, Telephone: STate 2-6065, Diversey 8-7894, Bob Craig in charge. **REPRESENTATIVES**—LOS ANGELES, Brand and Brand, 1052 West Sixth Street, Phone: MAdison 6-1371. ATLANTA, Weaver, Inc., 1447 Peachtree Street, N.E., Phone: ELgin 7237. TYLER TEXAS, Weaver, Inc., P. O. Box 3142, Phone: TYler 3-3948.





The ever-curious spectators found a bonanza in the Nardi with engine positioned in its nacelle-type body.



Briggs Cunningham in checkered cap and raincoat greets Fronteras, a fellow-American. In just a few hours more, friendships would be forgotten temporarily in the heat of competition at Le Mans.

This year, as in years past, the little French town of Le Mans found itself a mecca for the world's finest and fastest sports cars as the streamlined machines wound their way through the streets to the course. No one dreamed of the possibility that Death would strike with such fury.

## Le Mans 1955

# Racing's most tragic day

Photos by Bob Mottar



American driver Ken Miles, wearing dark glasses in the bright sun, discusses his new MG with friends at the track. The carnival spirit was rising rapidly.

**L**E MANS! The only race of its kind in the world and this year the gloomiest event ever held for sports cars, has come and gone and with it Les Vingt-Quatre Heures du Mans, XXIII Grand Prix d'Endurance has taken the lives of more than 70 and left more than 100 injured to write a page in motor racing history that is likely never to be eclipsed.

From practice on, this year's famous race indicated that it would be the most fabulous event held. The practice times, shattering any records previously set, with Maglioli's Ferrari achieving 118.7 mph., and Hawthorn's D-type Jaguar blistering the circuit to establish a fantastic 121.9, the misgivings expressed after last year's running were repeated. The difficulty of the cars capable of traveling at over 170 on the straight between Tertre-Rouge and Mulsanne overtaking and passing cars barely capable of one half that speed would be tremendous. Comparable to overtaking a lamp-post set squarely in the path!

Difficulty marked the running from the start in Wednesday's practice, with Storez in the DB involved in an accident at the pits, striking Moss' Mercedes, slithering into a parked OSCA and a group of people including Jean Behra. Storez escaped injury, but the bystanders were not so fortunate, and Behra was forced out of the running, losing to Maserati a valuable position and strong driver. Thursday night practice saw the Arnott spin in front of the pits and although Taylor was thrown out, he was uninjured. Again Friday, Bayol rolled the Gordini

SPORTS CARS

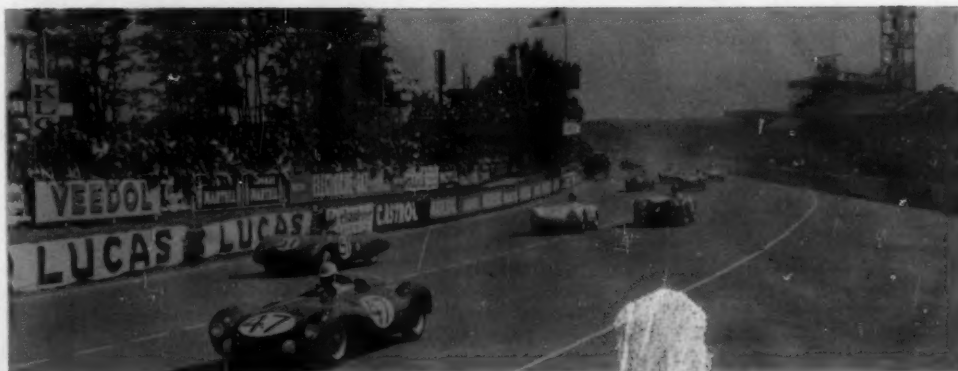
Tension mounts as the cars are wheeled to the starting line. The question of the day was—"Who will win?"

For the younger crowd, the thrill of playing pinball rivaled that of racing. But to others, the day was to have a different meaning. In the pits . . .



. . . a veteran driver, Pierre Levegh, prepares to climb into his Mercedes. To Levegh this was just another race, in a long career.

And so the race began. This day, like all days, soon saw the novices weeded out from the experts.



and was badly hurt. Not an auspicious prelude to the week end finale.

Saturday dawned clear, however, and in the brightness of the day, the crowds of hot dog stands and the fluttering banners marked the gala beginning. The hurly-burly of loud speakers, flights of planes, seething restaurants with car talk on every side painted a country fair picture around the circuit. The day drew into afternoon, with

The start! Drivers leap toward their mounts, each determined to take the lead, and to hold it.





Levegh in No. 20 screams around a corner in confident style, not knowing that death was awaiting him in the next lap.

A spectator with field glasses tells unaware companions of accident.



Fangio closely following Levegh's car, managed to squeeze through the almost blocked course.



Mercedes mechanics work calmly a few feet away from the spot where Macklin's car had spun into the pits only moments before.

Drivers cruise, though all were stunned by the sudden tragedy that overshadowed the usually gay and gala event.

the ranks of the spectators swelled to 250,000. Tents and cooking fires appeared around the course, and the cars were pushed into position in front of the pits for the famous start.

At one minute to four the drivers lined up across from their machines, and tensed as the second hand swept away the remaining instants of stillness around the course, then with the bomb, silence except for the running feet of





Fire trucks and rescue squads vainly try to put out the flaming car while the race continues.

the 60, to be shattered by the bellow of cars fired and the howl of tires as the racers avalanched away on the 24 hour grind.

First away was Castellotti in the Ferrari and by the time the cars had reached the esses he had a commanding lead over Maglioli, followed by Walters (driving Cunningham's D-Type Jaguar) and Beauman in a sinilar car.

While the stunned crowd's attention remains riveted on the terrible wreck, the Constantin passes Macklin's crumpled Healey.



Neubauer, showing the strain of the terrible tragedy, carried on never-the-less.



- 1 Charles Faroux is told of the accident.
- 2 And that night the papers had nothing else.
- 3 Some people dozed exhaustedly.
- 4 The race grinds on toward the halfway point.

1

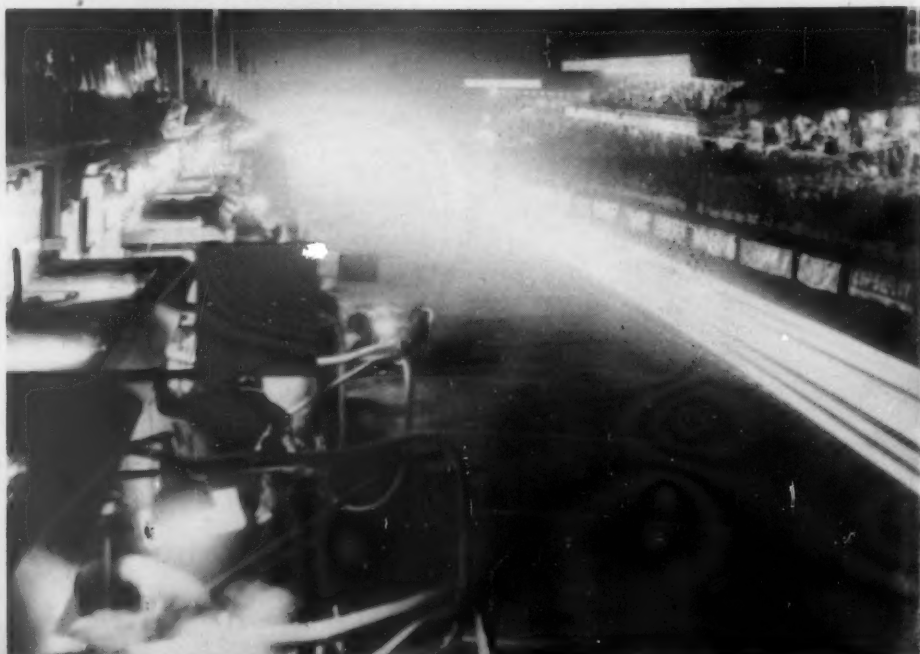


3



2

4

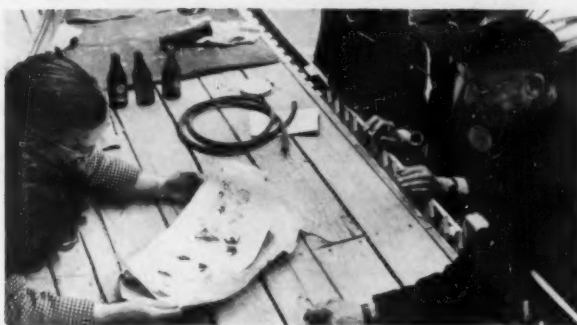




As the news spread, drivers like Lee Brooke who dug his TR 2 out of the sand, continue the grueling and exhausting struggle.



Dawn and a cold rain with the Lund-Waeffler MG leading a depleted field.



While in the pits caricatures of the MG team helped dispel the Sunday gloom.



But in spite of the rain there was still some of the Saturday joviality left clinging to the spectators.





Nearing the end of the race Jack Fairman in the Bristol watches the Collins-Frere Aston Martin go by.

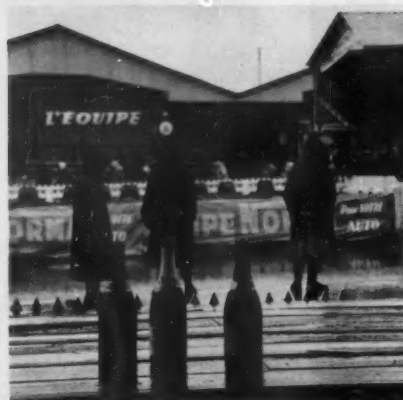
Carnival lunch of hot dogs helped sustain spectators after their 24 hour vigil.



The strain of the race shows clearly in the faces of Bueb and Hawthorn as they sit with the winner's bouquet and a hollow victory.



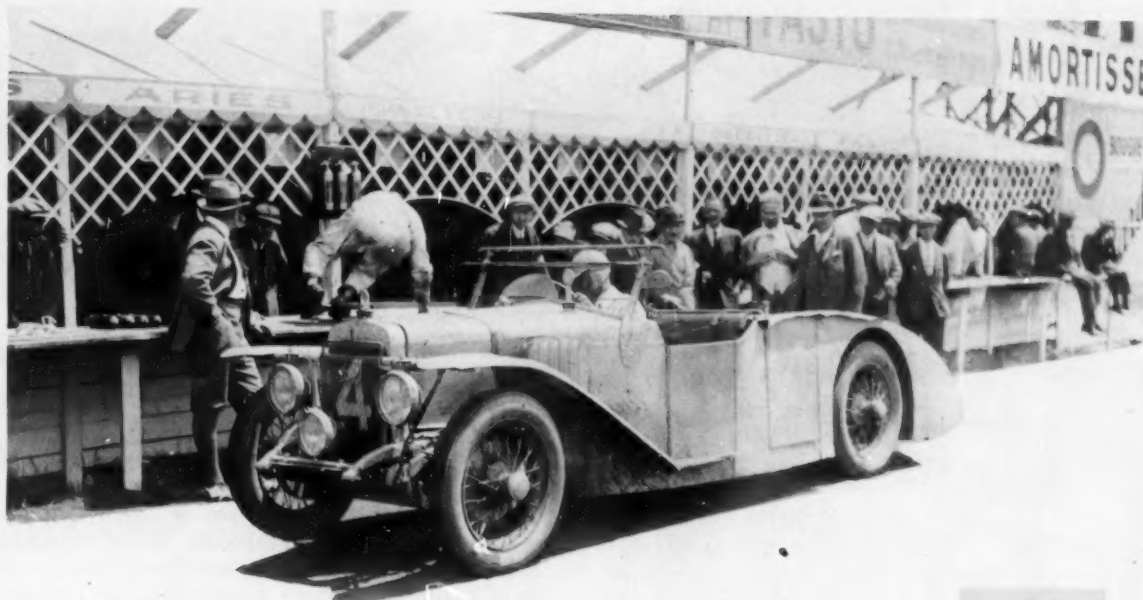
The crowd leaves the course, the cars are gone and only the litter and the ghostly memories remain.



(Continued on page 59)

SPORTS CARS

Luck works both ways and Chassagne, the Bentleys' principal rival, was the recipient of the wrong kind after he took over in the Aries.



**D**USK was strengthening. Looking up the road you could just see the hill down which at any moment would come the cars running in a 24-hour race. The lines of split chestnut wood palings guarding the verges stood out whitely as the light faded. A murmur became a roar and down came a light blue car—fast. The driver swung a morsel wide for the left-hand curve, pulled his car in sharply and, before anyone could even think, the machine slid, was partly corrected, slid again and crashed into the palings, into the wooden shed beyond. For the moment there was utter silence. Then from all quarters men commenced to run.

The car, smoking slightly, lay athwart the course just round the curve, its driver slumped over the wheel with a broken arm. Abruptly another larger, bright green car came flying down the hill, took the curve at a great pace and swerved violently as its driver sighted the obstruction, hit the opposite bank hard and rolled over in a cloud of dust and splinters also athwart the road. Before a thing could be done yet another car came. It too took the curve fast, missed the blue car by a matter of inches, went straight into the wreckage of the other machine, climbed almost on top of it and then fell with its front axle driven right back on the engine.

After the minutest of intervals a fourth car came. As its driver sighted the pile of overturned machines there was the high scream of locked tires, the car skidded wildly sideways and there was a sickening scrunch of riven metal as the pile swayed under the impact. Then, again, silence.

That happened away back in June, 1927, at Le Mans, France, on the curve we knew as "White House" corner. Somehow or other it is vivid yet for that fourth car had luck such as rarely befalls in racing. It won.

Mind you it was not so pleasant.

We of the Bentley team had worked for months getting

# LUCK

BY SAMMY DAVIS





The hairpin turn was so sharp that some of the cars had to reverse to make it.



The 4 1/2 liter after its retirement for obvious reasons.



The strongest contender the Bentleys faced was this Aries that nearly won the laurels.

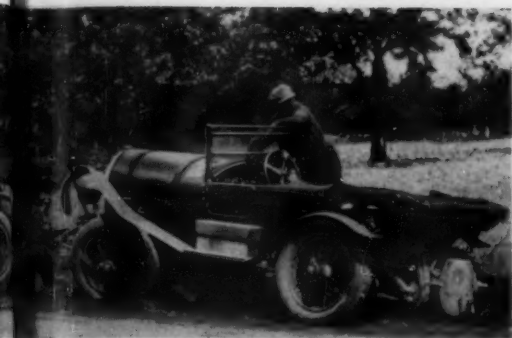
The winning Bentley crossing the finish line with a jauntily crumpled fender.



those three green cars ready, had spent hours thinking out what might happen, what could be done as remedy. But we had not thought of this.

In this race and at that time the car could have two drivers taking turns but it must carry all the time such tools and spares as might be required, save that two wheels were kept in the pit. There was no nonsense about hordes of mechanics. What went wrong you must mend and God help those who couldn't. Further re-fills were allowed only after covering 200 miles, which meant carrying a whale of a lot of fuel.

However, we had started well enough with the three cars running fine in the appointed order about 200 yards apart and though the opposition was strong we had hopes. There is much to be said for these races over a thousand miles long on a magnificent 10-mile circuit of ordinary roads. For one thing there was time to repair yet finish. You did not lose all because a plug oiled. For another there was time to try out various ways of getting round the corners thereby improving speed out of all knowledge. And you had to keep tight grip on yourself when it came to holding daylight speed in darkness with only the head-



The two team Bentleys after they had been dragged aside to clear the course.

lamps to help and the day cut-off points to guide, ridiculous as they might seem in the black dark.

For very nearly three hours it was all great fun, enhanced by the beautiful feel of the three-liter engines which were pulling like two-year-olds and certainly doing their stuff because we had overtaken certain rivals about whose speed there had been fears. Leader of our line was the brand new  $4\frac{1}{2}$  liter of which great things were expected since the extra power was carrying an even lighter car along than three liter ones.

Gradually the light faded, but so accustomed was one with the circuit that the gradual difference was scarcely noticed and, anyway, it has to be quite dark before the headlights will assist materially. From the pit came a signal to increase distance between cars which we obeyed as a simple precaution adopted from experience.

As far as I was concerned as tail-end-Charley all was well. Never had the car felt better, which was pleasing because I had not been too clever with the old girl in a previous race and my co-driver, Benjafield, hadn't either, which cars remember.

Then the unbelievable happened. I liked White House

Benjafield seated with the victory garland insisted that Chassagne stand next to him.



corner especially at high speed. We gained speed down the hill and set the car to the well-remembered line. Just as we picked up the inner verge I saw little white chips on the road. An alarm bell rang violently in my brain. I had seen just such chips before and there had been an overturned car round the corner. We rounded this corner with the throttle shut and there, ghostly in the headlights, was a solid pile of wreckage right across the road. There was no time to think. Automatically I jammed on the hand brake to slew the car sideways. With an almighty crash we skidded into the pile. Considerably annoyed, I got out, spent a fraction of a second looking for corpses which were not there, another looking for a way through, yet another inspecting the car. It looked very bent. But get on we had to, so I restarted the engine, worked through the gap which had been invisible before and drove off to the pits. All lights had gone out, the steering felt funny, bits and pieces were falling off and the brakes had gone mad.

At the pit they could make nothing of this car which suddenly appeared in the glare of the special flood lighting. In fact, it took me minutes to convince anyone there would be the pile up of a century if someone didn't do something P.D.Q.

But the real trouble was Designer Bentley and he I knew would forbid the car to continue if anything serious was discovered, whereas I was sure that if that car did not go on the chances of my getting another drive for that team were just plain negligible. Also the two other drivers for the team were back there in that pile at White House.

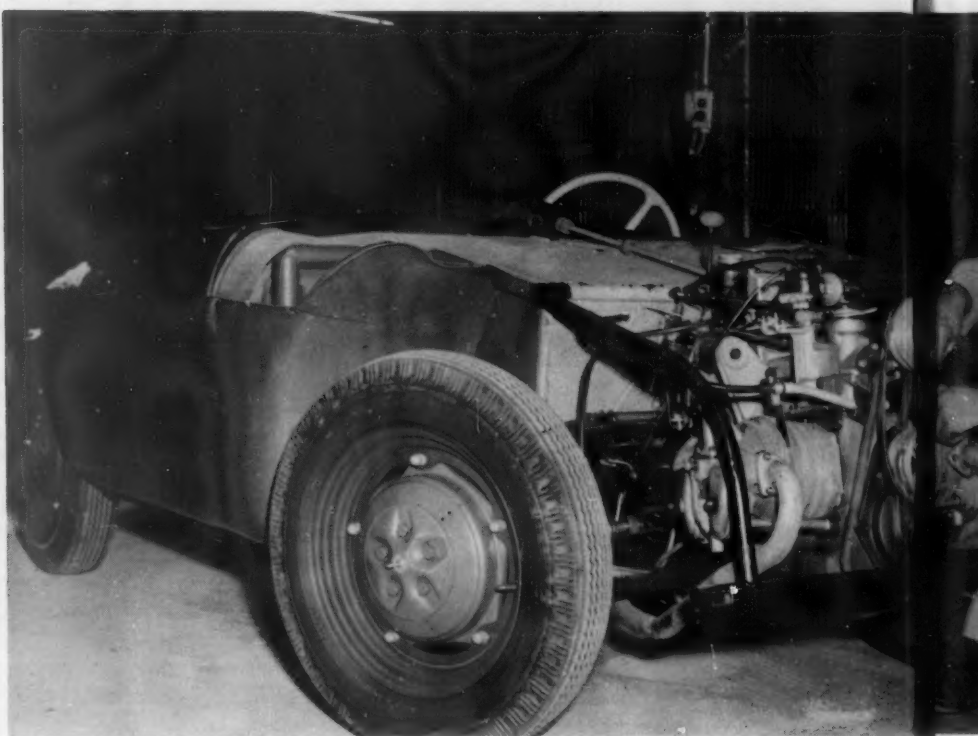
It took time to sort things for one wheel was past praying for, the battery and one mudguard were falling off, the frame was bent, the front axle set back one side and one headlamp flat. But all except frame and axle could be jury-rigged and was. I wouldn't say the car was comfortable when it continued, the brakes came on 1-2-3-4 instead of all together and the steering needed knowing, but when you got the hang of the thing it was surprising how fast it would go. And Benjafield didn't turn a hair when asked to take his turn, though he had no time to confirm how much was wrong.

But what really won the race was the back-room boys in the pit. Left to ourselves we were quite happy to finish. But they worked out that so many fast cars were in trouble that if we went faster we might cause havoc by making them do the same. Faster, I ask you.

So they signalled for more speed and more speed we had to get. At one point the course ran down hill between the houses of a village to a hairpin to end all hairpins, the kind of thing you approached very fast and only just got around. Down that stretch the sensation of speed was always fine. Imagine our arrival at that point now. Personally, I was sure we bounced off the palings on each side all the way and have no notion how we got round the turn as I was occupied in standing on the brake pedal.

Hour after hour it went on with stops to tie on more things which came off. Finally there was one rival, Chassagne, a French driver who knew his stuff and was driving for all he was worth. Right at the end I caught him. Now he had the right to keep going. None would have said a word, but he deliberately held his car right down in the cambered gutter to let me by. That is a thing you remember, so I was sorry when I saw his car again up on the verge looking very sick and realized we were leading. In spite of an attack of nerves lest some foolishness at the last moment should rob us of victory, we actually did win and never was a moment more unbelievable. Bad luck is one's own fault, this was good luck.





# D

## evin's kit kar

*Build your own competition roadster*

**U**NTIL recently the really potent competition machinery has reached well up into four figures and often lapped over into five without batting an eye. Most competitors in sports car races were either content to go along with the high tariff or watch the Maseratis, OSCAs and the like wistfully from the cockpits of their MGs or Jaguars, with no very great hope of acquiring one of the other machines.

Bill Devin, an enterprising designer and now manufacturer from Fontana, California, has come up with a solution for most of this daydreaming with a car that could make "someday" a reality. Devin, using Panhard components, has come up with a diminutive bomb that can and does take on 1100cc OSCAs and hold them. The car can do pretty well with the 1300 variety. All this for

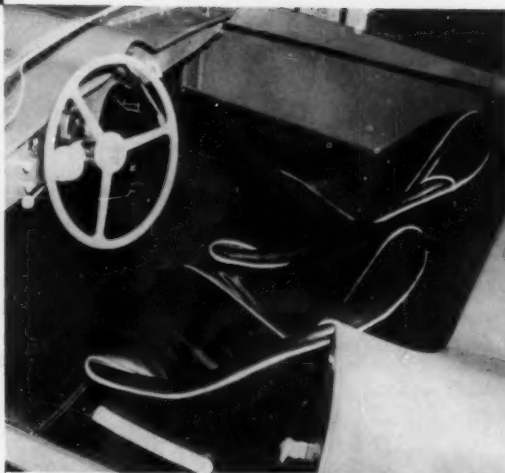
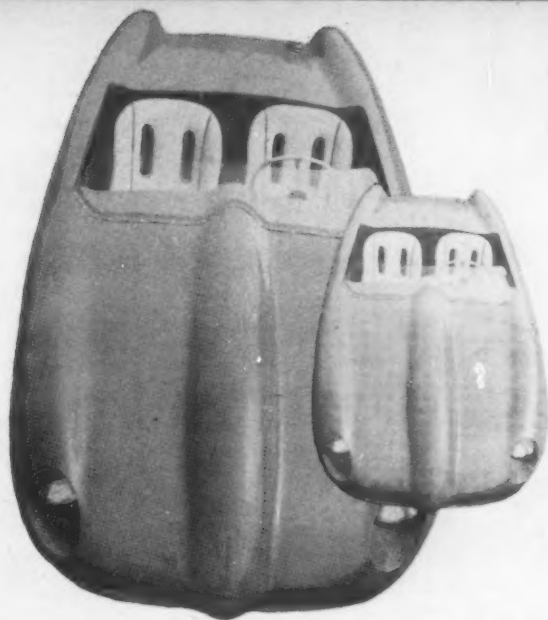
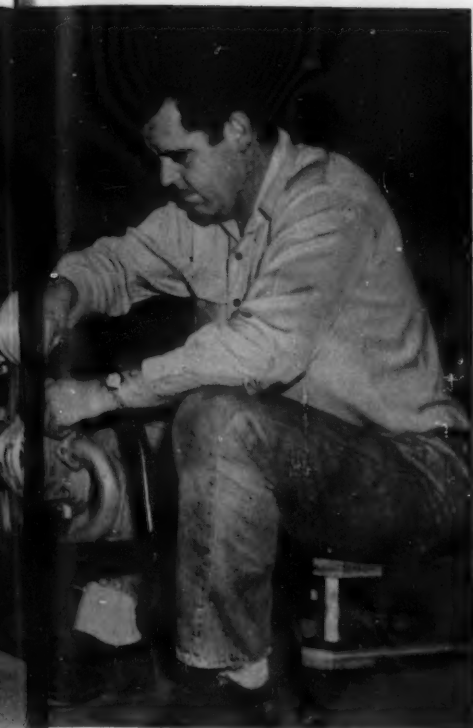
just over \$2,000 if you want to assemble the components yourself.

On top of all this, the car is docile in every day driving and, due to the Devin seat design, comfortable on extended cross country jaunts. The instrumentation is complete. All in all the car belies the price of \$2,850 delivered, assembled, ready to run.

The kit components are considerably less, if you want to bolt the car together and due to the careful preparation of the components this is about all that is necessary. The body, primed for painting, with windshield, dash, headlights and all hardware along with a pair of seats, padded and covered in naugahyde, lists at \$750. This will fit any 85 inch wheelbase chassis and weighs only a fraction of similar body shells. The chassis with either the 745 or 850 cc engine is \$995 with a supercharger running \$195 extra.

**SPORTS CARS**



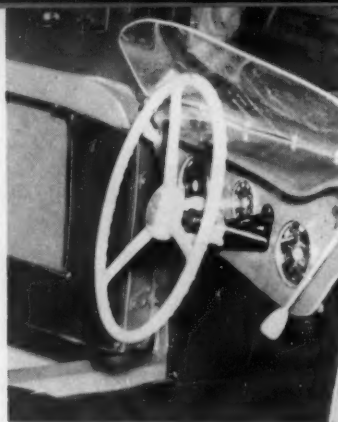


The pleasing though rather stark cockpit and instrument layout in Devin's competition Panhard.

From the chassis clockwise the engine, cast body and finished car. The Devin kit can come full cycle at home.



The interior of the car shows the dash-mounted gear lever typical of the Panhard design.



The only other component you need is the framework for mounting the body shell. That is \$195 and you're in business for \$2,135 and a few hours work.

The specifications are enough to make any mouth water, to wit:

Weight—approximately 950 lbs.

Front wheel drive

Rack and pinion steering

Independent front suspension with two transverse leaf springs

Trailing arm rear suspension with six adjustable torsion bars

Adjustable Houdaille shock absorbers

4-speed transmission

Lockheed hydraulic brakes

Choice of gear ratios

Hood (front half of body) instantly removable for accessibility

850 cc engine—bore 85 mm, stroke 75 mm

745 cc engine—bore 79.5 mm, stroke 75 mm

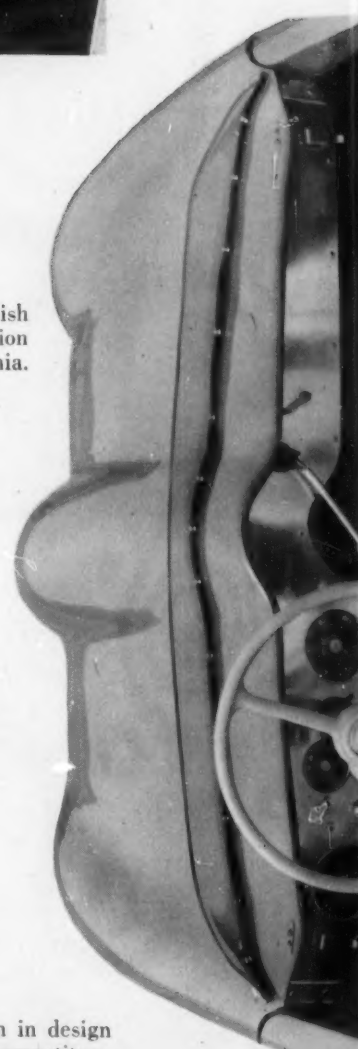
Piston speed 2500 fpm. at 5100 rpm.

Valve diameter—intake 40 mm, exhaust 34 mm

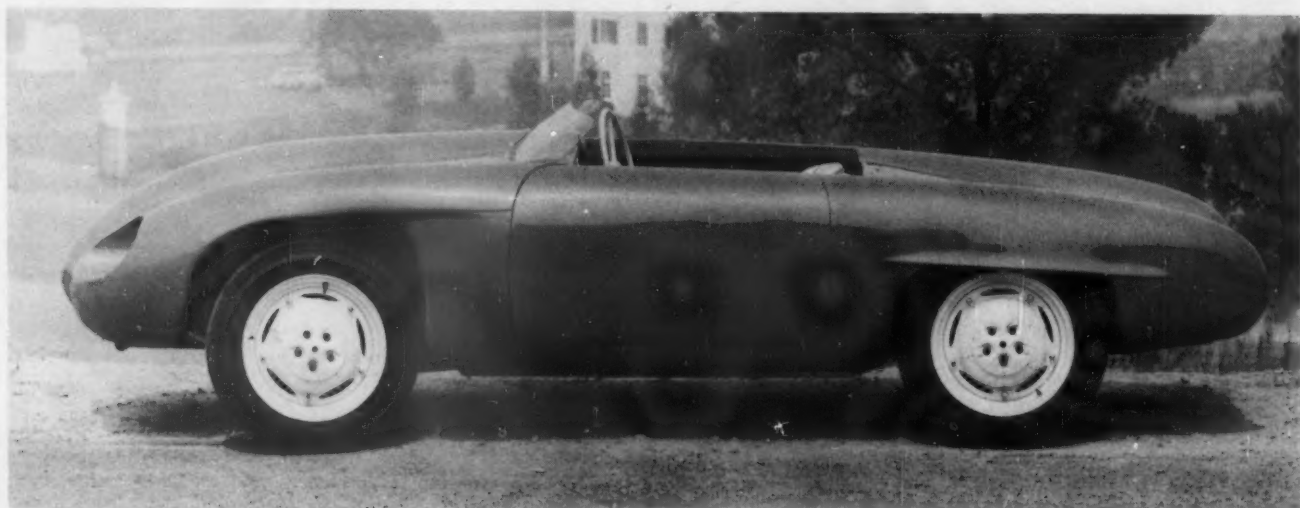
The engine is the Panhard 2-cylinder (flat twin) giving simplicity, sturdiness and perfect balance. Overhead valves inclined at 45 degrees in hemispherical combustion chambers. Ball and socket pivoted rocker arms. Aluminum alloy tubular push-rods, with steel inserts. Roller cam followers, steel rollers, aluminum tappets, special patented valve gear with torsion bars and pressure lubricated needle bearings. Roller bearing rods and mains. Variable compression ratio.



Interesting contours distinguish the cowl of the new competition car from California.



With an accent on motion the Devin C Panhard is as clean in design as many of its more expensive and often slower European competitors.



Scene at the starting line shows the usual number of small groups that gather to compare rallying systems.



Rally discussion continues, small group in the center, the rally planners are intent on misleading eavesdroppers.



Ralliests McKeever and Yount happily jumbled averages.



## Operation crossroads

By LOU SCHROEDER

USUALLY, when a report is written on a rally, the general plan of action is covered, together with a rather scenic description of the country side. For this detailed reportage, there is generally a writer who covers the event. In the case of "Operation Crossroads," a rally held by the Washington region of the SCCA, the notes sent in by SCI's photographer, Lou Schroeder, with his pictures were more intriguing to us than the straight report and we felt that our readers would be interested in the summary of a day's shooting.

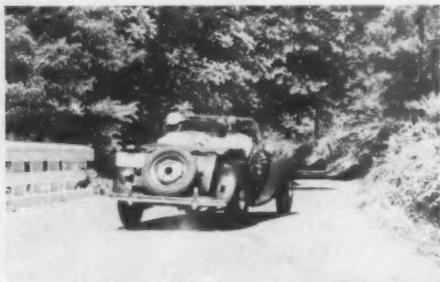
\* \* \*

"Left Bethesda 20 minutes early to catch cars coming through the 'Glen.' Took evasive action to prevent being followed in highest tradition of foreign intrigue. Had map of the route and no wish to be knocked on the head.

"Passed Burning Tree Country Club. Did not see Ike.



The Roethels on the road into the Glen.



Farther out in the country the cars explored most of the county's little used roads like this.

Mrs. Burt marks an entry at check point No. One while the navigator still clutches the route sheet and map, an MG reflex.



Creature comforts at checkpoint 3.

Or Mamie. Latter brought this thought to mind: we Americans obviously prefer presidential wives with homey names . . . Bess, Mamie. Is it a trend?

"Arrived in Glen, walked around, fought flies. Found flies same as in my back yard, can't stand the smell of Herbert Tareytons. Smoked. Talked to robin family. Watched four-legged contraption rated optimistically at one horsepower. Decided it will never replace Jaguar. Smoked. Took pix of first three cars. Got back in my car. Belted child with ice cube wrapped in Howard Johnson hot dog sheath.

"Followed Jag and MG to Rockville. Caught lady driver taking short cut. She made very fine U-turn to get back on course. Watched her come by and wondered why my rev counter was red-lined at 2300, realized I was still in conventional gear. Took compass reading (NNW), temperature 93 degrees. Immediately felt hot.

"Arrived at Number One, introduced myself to Mr. and Mrs. Landon Burt. Very pleasant couple. Watched cars 9 to 13 come in and be processed. Worried about car 8. Car 8 arrived. Admired high speed slide rule operation of navigator. Made date for reunion in Monte Carlo. Regretfully got back in car.

"Wife wanted ice, necessitating drive to Gaithersburg. Town in economic doldrums since demise of same named



product. Friendly Justice of Peace gave directions to ice house. Filled container for dime. (Note: ice very cheap in G).

"On through picturesque Montgomery County to where I hoped check point Number 3 would be. Was. Noted two mistakes. Must learn to read map and/or odometer.

"John Sommer family was waiting for business. Admired interior of their station wagon. Checked several cars. Headed for Point 4, not to be confused with Marshall plan.

"Had about given up hope (faith and charity long since gone) when MG shot out of side road in front of me. Followed same until they overshot Price's Distillery Road which I turned on. Pulled up drive to barn, let MG pass. Had no wish to dust cover or slow down rally drivers. Kept smelling distillery odors although plant has been out of business for years. Good nose.

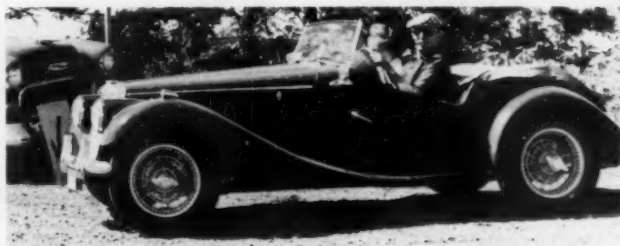
"Arrived at end of rally. Mr. Russ Hilmoe, rally master in control. Shed tears and offered violin to Bob Yount who had averaged third leg speed on second leg. Loss of 21 points. Wife offered ice to lady ralliest. Probably saved life.

"Headed home. Old route 240, not busy since new 240 opened. Nostalgic feelings. Typical Americana, out with the old, in with the new and look out for 1956.

"This is work?"



The approach to the third check point over typical eastern rally roads.



Two rally types arrive at the completely-equipped check point 3. The station wagon featured ice water, books and children.

Mr. and Mrs. Roethel are checked in by an entire family en masse before starting on the final leg of "Operation Crossroads."



Back on the pavement and into the check point, to end the rally. The crew is registering a happy combination of joy and amazement at its ending.

In earlier days Mrs. Reichert showed them the way home in motorboats. Here she has just won the Hearst Trophy Race.



**B**ACK in the thirties, a name to conjure with in water speed sports was Loretta "Tetta" Turnbull. Tetta had started motorboat racing as a highschool girl and had run up an impressive list of victories before her retirement in 1935. Somewhere along the way she also acquired the title of "The Sunkist Kid."

Tetta decided to retire from motorboat racing for more important activities. She moved to Honolulu with her husband Doctor Thomas H. Reichert, to become a model housewife and the mother of three.

But speed was in her blood and years later when the Associated Sports Car Clubs of Hawaii initiated racing in the islands she couldn't resist the call.

A friend in Hawaii had casually mentioned the event to Mrs. Reichert and even offered her the use of one of his machines, a Sunbeam Alpine. After "at least four minutes of wheedling and coaxing" he was able to add the name of Tetta Turnbull Reichert to the entry list. Her husband turned out to be a very willing and able pit crewman.

The first event, a hare 'n hounds, brought out the sporting blood again and since then Mrs. Reichert has become an active and very popular member of the ASCCH, entering all events whether they were overnight rallies, hill-climbs or just a gathering of bench mechanics.

Quoting our Hawaii correspondent, Steve Da Costa, after a few of these events, "her eyes and manner reflected no trace of anything but complete rapture and a desire to learn more about automobile racing."

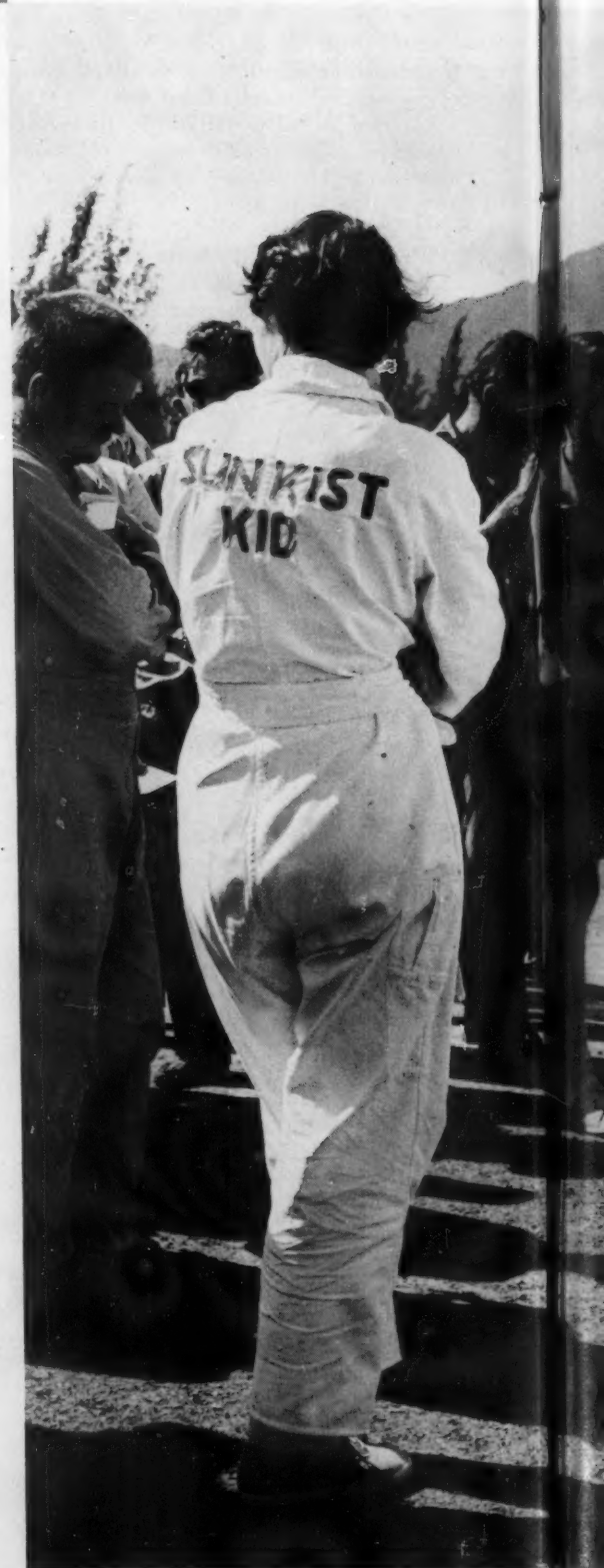
She told Steve, "Gee, I've made a lot of mistakes. I've simply got to learn more about cars. In a boat if you find anybody in front of you that you want to pass you can just go over him. And remember there are no brakes or gears to change in a boat. The whole sports car driving technique is different and I just hope the guys aren't too mad at me for getting in their way."

As to Tetta getting in anybody's way, veteran drivers Fred Watanabe, Harry de Castro and Walter Vail had this to say: Watanabe: "She's really a driver, boy." De Castro: "Plenty of guts and dependable no matter where she is on the course." Vail: "You watch that wahine, she's going places."

And as for her husband, he says, "Well, at least it's safer than motorboat racing. You can't drown and if you flip people can always poke about the wreckage and find you someplace. But, seriously, the way I look at it is that as long as she likes it, I do too. You know that old saw, "Once a champion . . . ?"

THE SPORT can use more people like the Sunkist Kid. And more husbands like the good doctor.

—☆—





# the return of the Sunkist Kid

Tetta expertly hugs the inside  
flanked by Vail and De Castro.



The Kid sizes up her all-male  
competition at the driver's  
meeting preceding the first  
road race held in Hawaii.

Wearing the traditional lei,  
Mrs. Reichert waves a greeting  
before the start of another race.



Tetta takes the TR2 around one  
of the tricky turns of the course.



Old and worn leather should be washed thoroughly either with cleaner or with saddle soap and allowed to dry before the paint is applied.



No particular skill is needed in applying the paint. It brushes on easily without leaving marks or ridges.

## Tuning techniques--

**You can  
restore old,  
tired leather  
seats in about  
an hour with  
this paint.**

**M**OST sports car owners are convinced that the little gems they own and drive are about the last word in automotive perfection. This doesn't deter them in the least from trying to improve on some of the smaller details and the distinctive color schemes that have been applied to many are original, at least.

There has been one governing factor in a lot of cases though, where the leather interior dictated rather narrow limits for the outside finish and until fairly recently there has been no way out of the problem of keeping the outside from clashing with the inside in the finished product. There has been the problem too, especially in open cars, of letting the leather fade into an attractive but rather colorless patina with age.

Now there is a product that has been advertised for some time that will let you change or renew the original color, add a coat of colorless protection to new seats and in general have as much variety in the interior of the trusty sports machine as the outside paint once offered.

We must admit that when we first noted the product we were somewhat sceptical. The idea that you could paint new color on the leather and have a finish that looked like original equipment, one that wouldn't get stiff and crack, or leave a telltale trace of the paint on the passengers was, it seemed, stretching it a bit.

That was before we decided to change the color of our TC and adopt America's blue and white for a scheme. In the first place the interior of this particular car had been weathered considerably in its eight years of life and the red had turned progressively to a rather unappealing brown. We thought that a blue interior would be more in keeping with the new enamel, so went out and purchased a can of Ramcote leather finish, a small bottle of thinner and a jar of the company's sealer. This for under five dollars and about an hour's work, and lo, a blue cockpit that has been taken on several occasions as original.

The leather lacquer is extremely simple to apply, it brushes as smoothly as watercolor and, if the seat has been cleaned first, seems to dry almost instantaneously. It has shown no sign of cracking as yet and doesn't seem likely to in the future.

In short, we are most pleased—hence this article. We feel that there are a good many other would-be individualists who should definitely become better acquainted with Ramcote and its almost limitless possibilities.





The lacquer will work on any car parts which are leather-covered and will add life to weathered seat covers and accessories.

Particular care should be taken when finishing up sides and seat bottoms.

# Luster for Leather



About two jars of RamCote are needed to refinish the seats and leather parts of average sports car.





# SPORTS CARS ILLUSTRATED

This is the magazine written for,  
about and by sports car enthusiasts.  
You can now have at your fingertips  
the latest, inside information  
on the big racing events, on  
engine tuning gimmicks and on people  
in the sport. Join our "club" now.

Published every month!



**MAIL THE COUPON TODAY**

*for the only magazine  
devoted exclusively to  
The Sports Car field!*

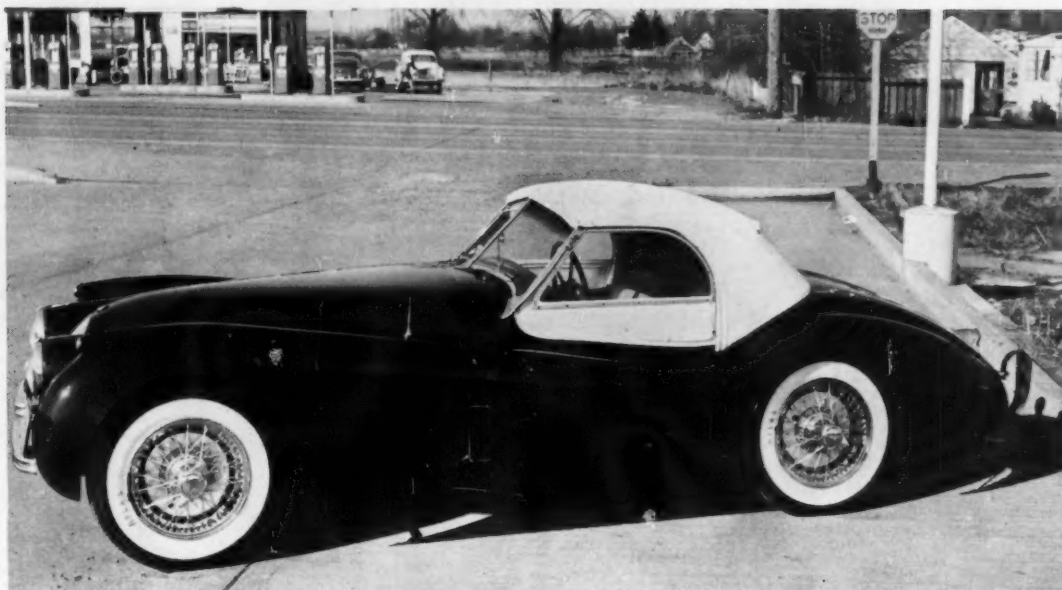
**SPORTS CARS  
ILLUSTRATED**

814 H Street N. W.  
Washington 1, D. C.

1 Year \$3.50—2 Years \$6.00  
Canada add 50c per Year

Name .....  
Street .....  
City ..... Zone ..... State .....

Tom Delon's Jaguar with the plastic on top shows the mastery of Designer Chuck Blanchard of Beaverton, Oregon. "Now you can feel the heat from the heaters," pleased owner Delon declares.



# Topping a Jag

By PETER G. SÜKALAC

THERE'S no quarrel with the accepted belief that British-built cars are among the world's best, except on one point. The factory tops on English sports cars are for the birds! From the lowest-priced to the most expensive, British roadster tops fall short both in appearance and in weather-tight comfort. Occasionally, a new top—usually of plastic—is introduced to replace the stock item. These jobs are more durable and weather-tight, but for the most part, they're noisy and as for looks—NO.

Jaguar owner Tom DeLon of Portland, Oregon, pondered this problem for many rainy, cold months before he decided that an entirely new top design would have to be worked out. After a long discussion of his requirements, DeLon turned his modified roadster over to the noted top and upholstery expert, Chuck Blanchard, of Beaverton, Oregon. The top to be made was to be removable, have head room, be good looking, be weather tight, and be quiet. Quite an order.

To start the actual job, Blanchard made patterns for the windshield top bow and the lower bow that would form the rear of the top. These bows were made of hard wood at a local shop. With the bows in place, Blanchard then designed a pair of steel channels that would form the side of the top and allow the side curtains to nest. These channels were fabricated  $\frac{7}{8}$  inch x  $\frac{1}{2}$  inch stock. Then  $\frac{3}{8}$ -inch steel rods were tacked into tentative position to act as formers.

A big bow was made from hard wood and 1-inch steel strap stock to make the break between the top and the back, and to create a nailing surface. Strings were run from front to back and the angles studied. With several of the rods repositioned to give the desired shape, Chuck welded all the rods to their permanent positions. The main hold-down strap, also made from steel strap, was then welded in place.

## New top for the Jaguar combines looks and life.

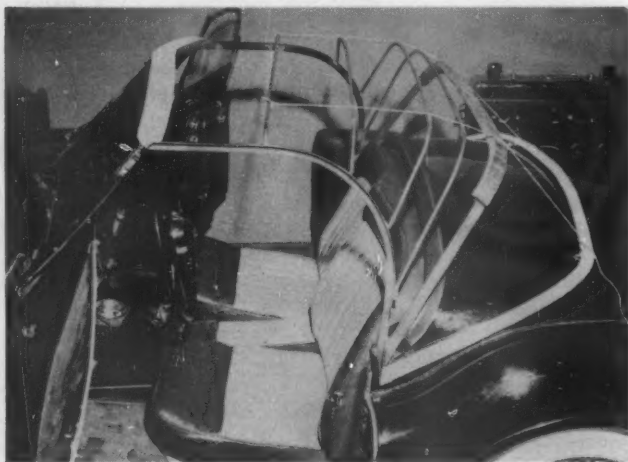
White fiber-lite head lining was then attached to the bows. Chuck laid wire mesh over the top of the bows and, after securing the mesh with hold-down wire, he trimmed the mesh to shape. Next followed the batten and finally the top material itself—white Hartz top decking. Stock fasteners were attached to the windshield.

DeLon has been entirely satisfied with the new top. He says that all points considered at the beginning of the job were realized.

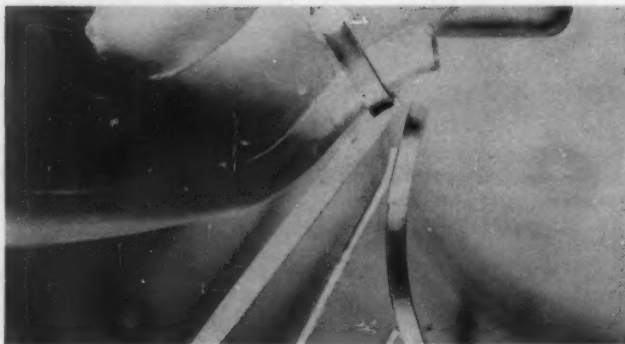
"Now," says Tom, "you can *feel* the heat from the heaters!"



This view shows all the assembly in position. Main bows are of hardwood shaped from templates.



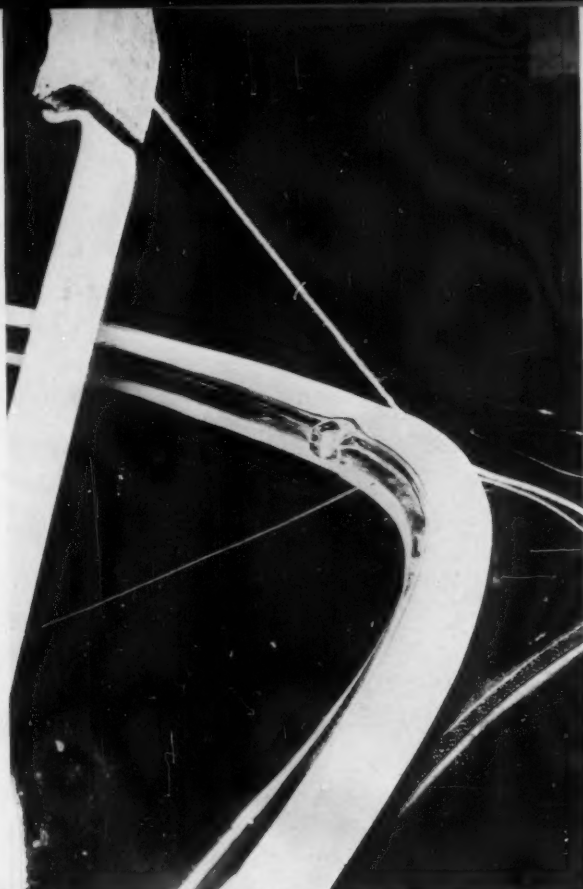
The top is anchored at the sides by a steel strap attached by bolts.



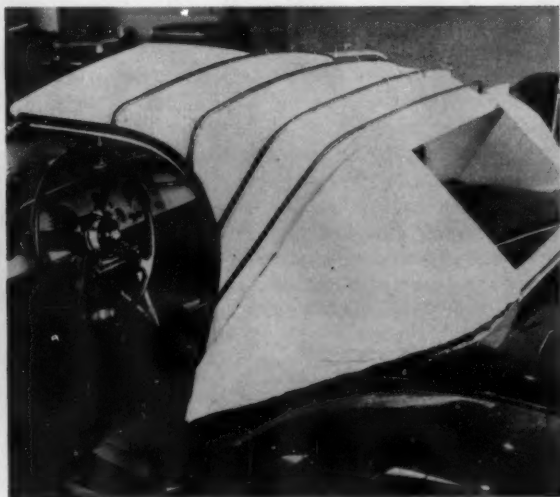
Chuck tack welded the bows into tentative position. After checking top contour, he did the final welding.



The back of the new top is secured by a hook which slips into a groove.



The white plastic head liner is fitted over bows next.



Wire mesh was tied down, trimmed to shape before padding was tacked on.





Ryder gets the go-ahead from Tex.



The second turn and a long uphill pull.



Mickey Flynn on his way to the finish.

## Breakneck

**I**NTO the rolling hills of western Maryland, for the second time in three weeks, came a group of sports cars, drivers and their crews to shatter the accustomed quiet of the area with open exhausts and the howl of tires. This time to climb a hill, and introduce this phase of the sport to the area.

"Breakneck Hill Road" is a winding, narrow back lane that lines the normally unseen face of Martin's Mountain, rising 1,200 feet in one and three-tenths miles for an average 22 per cent grade. It proved a test of both car and driver that should equal any of the more historic climbs in this part of the country. And while competition in a hill climb is not as close from a spectator's standpoint as in a race, the competitors seem to feel the tension as acutely as if they were in direct conflict with other cars and not just running against the maddening and relentless watch.

For an inaugural event the climb was a great success, the cars were interesting and the spectators seemed pleased. There was the everpresent threat of rain but, fortunately, except for a few random drops, it failed to materialize and everyone could find spots along the grassy banks that overhung the road to watch the contest in an almost picnic-like atmosphere. The only fly in the ointment for the watchers was the overabundance of poison ivy along the wooded verges and even that didn't seem to be a deterrent.

The morning left wispy fog in the hollows at the start of the climb and the fast bends were still partially obscured when the first of the competitors drew into position at the starting line. The sun burned away most of the mist by nine o'clock, however, and the late entrants who had arrived during the night or early morning hours had a chance to try out the hill briefly before the timed runs began at ten thirty. The first car, Bernie Lust in a Jaguar XK 120, came howling up the hill to touch off the first running of what may well become a classic.

The second car left the starting line, a dot from the top of the hill and wound its way to the top, Steve Spittler in the MG TF 1500. After the Jaguar the MG seemed to be crawling up the last, strictly horsepower grade, but the engines on all the smaller cars screamed as fiercely as any and for the drivers in the slower classes the climb was, if anything, more of a challenge. The third car away in the valley had a note to the engine that was entirely unfamiliar to the spectators. It seemed to be loafing along, the engine barely turning over but the rate at which the speck enlarged itself into a car was almost alarming. Then the reason for the unusual sound was apparent. The car was the Ferro Special, a vintage Chevrolet with an Oldsmobile engine, setting the first mark for the other hot machinery to shoot at with a time of 1.23:98.

This stood as the fastest time of the day until Joe Bojalad in the AC Ace stormed the hill to bring the time down to 1.23:69, only to be followed by Dr. M. R. J. Wyllie in the C type Jaguar for a time of 1.15:20! This lasted just long enough for the next car to reach the peak, and that was not very long indeed. Leo Dym brought the Allard J2X up with all its considerable horsepower leaving rubber behind on the roadway for a scorching 1.11:54. The Chrysler 300 engine combined with the light body lifted the car up the hill like an elevator.

This, then, became the mark for the other cars to try, vainly, to equal. But Leo wasn't content and whittled it down on the second run to 1.10:75 and on the third to 1.10:50 to establish the first record for the hill. Doc Wyllie chopped seconds off his time trying to match the Allard, and achieved the very respectable times of 1.14:92 and 1.13:74 to better the third car's time by just over five seconds. Ted Trump in the SIATA 208-S and Joe Bojalad in the AC Ace had a private contest going in Class E,



George Zuver, Bob Scott and checkered flag.

Dr. M. R. J. Wyllie hurtling the C type Jaguar up the steepest portion of the Breakneck Hill road to capture second overall and form an interesting picture for SCI's photographer.



Photo by Lou Schroeder





Jim Robinson and the TR 2 approaching the extremely sharp hairpin at the fourth turn at class-winning speed.



with the AC setting a mark, and the SIATA just bettering it. This happened each run, until the last when Joe decided to give the car its all, came out of the hairpin with the engine over the red line, floored the accelerator and his foot slipped!

No less hot a contest was underway between Steve Spitler and Doug Bennett in the TF 1500s. Steve took a lead on the first climb and managed to hold it while Doug whittled away the seconds trying to match the other car. Class G saw Scuderria Shadetree (Bill Long) out in front, but the second place car stole the show. The ruling that each car had to make at least two runs to be scored worked quite a hardship on Fred Reynolds who placed a time in his first run that put him in second spot with his TD. He lost the transmission on his second climb. Mindful of the ruling, however, he finished the climb in reverse to qualify for the award.

Another aspect of Sports Car competition, the one that sets this activity apart from any of the other sports we know, was demonstrated at the climb when Bernie Lust, this time in his supercharged TD, broke the oil supply reservoir on one of his runs up the hill. Having no replacement handy Dr. Benedict Skitarelic volunteered to loan Bernie the oiler from his car, one that was running against the disabled machine in the event.

There followed some of the hectic activity that is associated with camaraderie of this sort, switching the lubricator back and forth between runs, with each crew cheering the other on. Perhaps the story runs true to pattern too, since on the last run up the hill Bernie managed to beat the time recorded by Doc and take the prize, using the borrowed equipment, or as he pointed out, half of Doc's car.

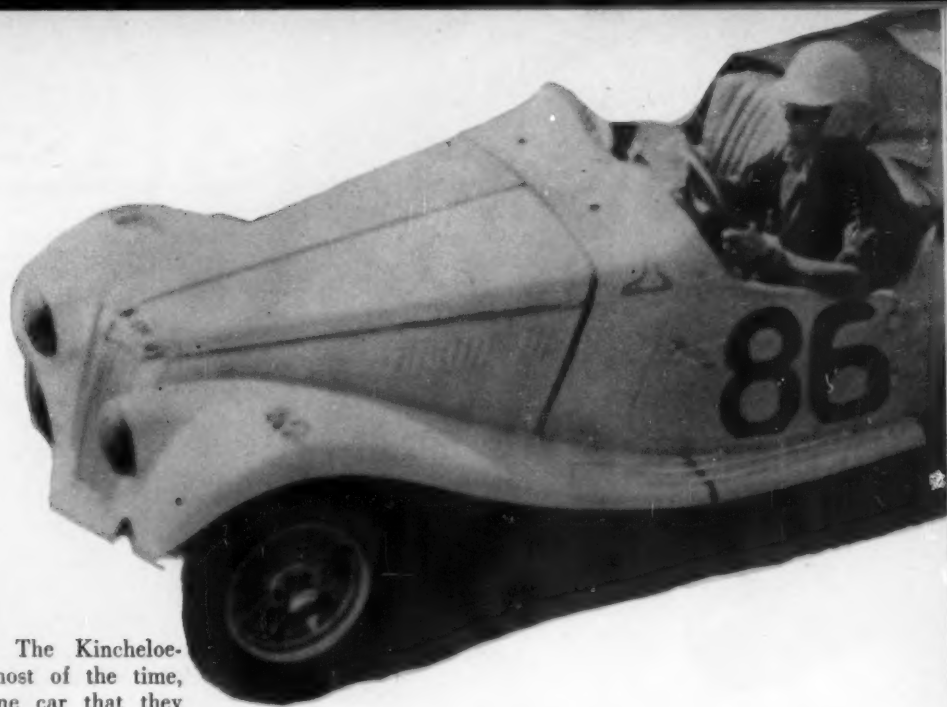
The rest of the individual contests were almost too numerous to cover, Charlie Sarle and Dr. Milton Granet had quite a close thing going and Robinson and McConkey moved the TR2s well up in the standings, for a while staying ahead of the Jaguars as well as keeping



Leo Dym's record-setting Allard rounds the hairpin under full Chrysler 300 power.



An MG approaches the third turn and the car-killing uphill climb.



out of reach of the Austin-Healeys. The Kincheloe-Zuever hassle was within one second most of the time, and in general almost everyone had one car that they dueled with all the day long.

Of all the day, perhaps the most entertaining aspect of the climb was the antics of the MG drivers with the cars wound out in second gear, and creeping up the last long grade, these pilots used everything from cajolery to arm waving, cussing and caressing to try to eke an extra ounce of power out of the valiant little machines. Gymnastics of the most varied sort resulted in better times.

#### RESULTS

Best Time of Day and First-Class B: Leo R. Dym, Chrysler-Allard, 1.10:50; Second, Frank Pohanka, Jr., Olds-Allard K3; Third, "Derf Eesol," Muntz.

Class C, and Second overall: Dr. M. R. J. Wyllie, Jaguar C; First production, Charles Sarle, XK 120M; Second, Dr. Milton Garnet, Jaguar; Third, Dr. Carling, Jaguar.

Class D Modified: Roger Wing, Morris-M.

Class D Production: First, Bill Kincheloe, A-H 100M; Second, George Zuver, A-H 100M; Third, Keith Wilson, A-H 100.

Class E Modified and third overall: Ted Trump, SIATA 208-S; Second, Joe Bojalad, AC Ace.

Class E Production: First, Jim Robinson, TR-2; Second, Roland McConkey, TR-2; Third, M. A. Cappeillo, Lancia Aurelia.

Class F, Modified: First, Tex Hopkins, Porsche Speedster; Second, Bernie Lust, MG TD/sc; Third, Dr. B. Skitarelic, MG TD/sc.

Class F Production: First, Steve Spitler, MG TF; Second, Doug Bennett; Third, Mickey Flynn.

Class G Production: First, Bill Long, MG TF; Second, Fred Reynolds, MG TD; Third, Mrs. B. Skitarelic, MG TD.



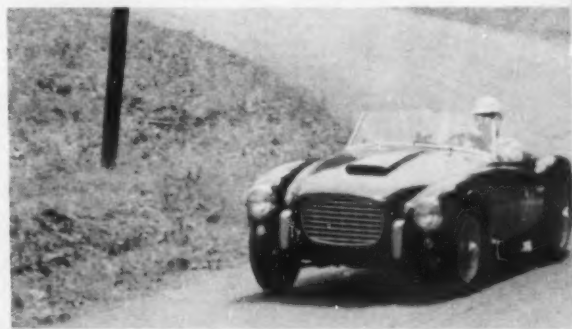
The AC Ace at the starting line.



Cornering, 29 Chevvy style.



Ted Trump placed the Siata 208s third overall after a battle with Bojalad's Ace.



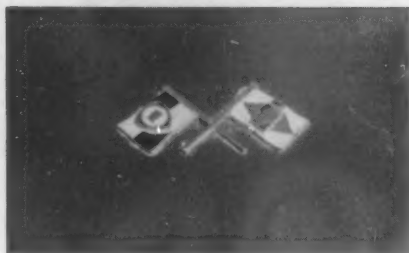


One of the most distinctive automobiles ever to reach the United States, the radically-designed Lancia Aurelia.

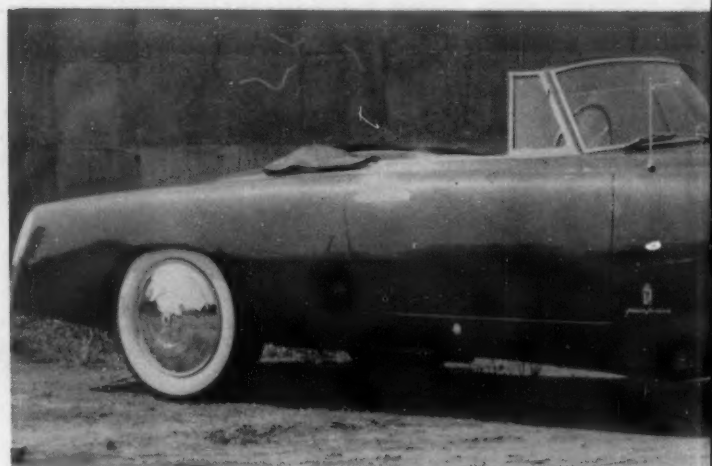
# farina's showpiece



Carefully handled rear end treatment incorporates bumpers and body line. Exhaust system is one per cylinder.



Symbols of top quality are the crossed insignia of Builder Farina and Lancia.



The flowing lines of the Lancia Aurelia as conceived by Farina emphasize a feeling of motion even when at rest.

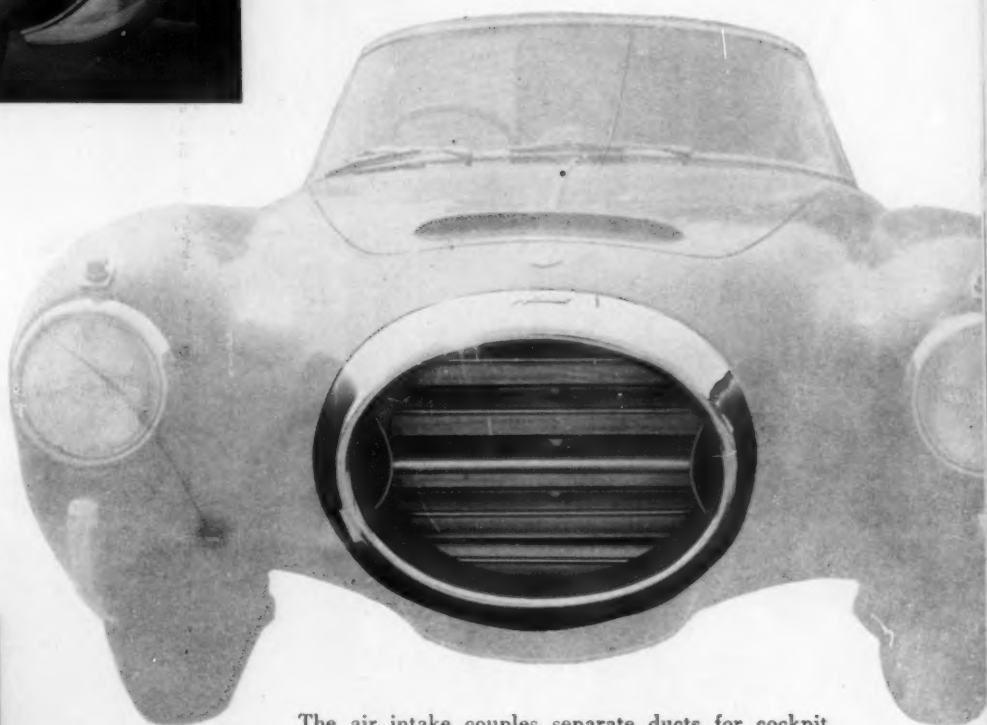




The superb quality of the Italian coachbuilder's handiwork is amply illustrated by his attention to detail such as in this door.



Designed primarily to emphasize the fender line, the attenuated front bumpers serve little purpose except embellishment.



The air intake couples separate ducts for cockpit ventilation with thermostat-controlled shutters.



Belying the lush exterior, the instrument panel is almost Spartan in simplicity yet it is so well balanced that luxury remains the prime motif throughout.



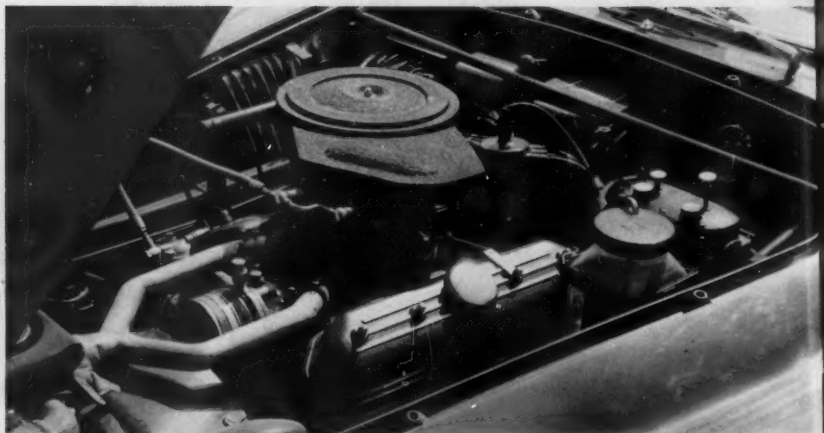
While not a passenger car, the Lancia combines supple leather and thick carpeting to form additional seats. The lever releases the trunk lid.



Trunk space is definitely sacrificed to overall shape. A large toggle secures the spare next to the battery.



Revisions on the engine, while not as complete as the changes to the frame, include the special air cleaner and radiator piping and installation.



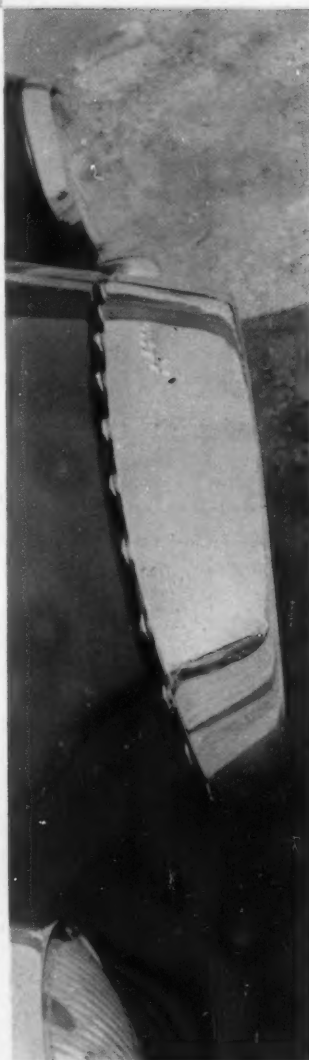


Brought to the United States especially for the Ford Motor Show, the Lancia naturally gravitated to the Momo Corporation.



Sleekness personified, the Lancia is custom built from chassis outward. Even the finish is handcrafted.

The real bumper is actually the cowl mounted with sandwiches of rubber and metal. It is far stronger than the appearance would lead one to believe.





## Lavender hill mob

# debut

Chester Cowen in the Jaguar going through the six inches of water that accumulated on the longest straight and kept marshals and firemen busy.



ONE of the soggiest good times that has been had on the East Coast sloshed to a happy reality the 22nd of May when the newly formed Lavender Hill Mob Racing Association and the SCCA held their inaugural event at the recently completed Marlboro road course. At any rate the 63 cars and their crews plowing around in a terrific cloudburst were a quite respectable entry list. The 2,500 spectators who braved the rain to watch the sports cars in the unaccustomed haunts (Marlboro was, until the road section was constructed, a stock car track) deserve special mention for their enthusiasm.

The new circuit, a bit under a mile, is visible for its entire length from the grandstands, and is *most* interesting to drive. Beginning on the oval, and run, incidentally, counterclockwise, the cars make one circuit of the track to disperse them a bit for the first drop onto the twenty-four foot wide road section. This is a drop too, since the cars drive straight off over the banking at the second turn and down hill to a hard left hand corner. Perhaps thirty feet further on, a hard right and an all too brief straight into a non-symmetrical 180 degree turn with an inside radius of (generously) twenty-four feet. Those



Charlie Sarle in the much used Jag managed to wedge the car into second spot and hold it.



Charlie Wallace in the No. 0 Jaguar had a bit of difficulty in both races.



still with it after this head up a gently bending long straight (through six inches of water on days like the 22nd) and jump, literally, back onto the track.

Coupled with rain, new asphalt and a generous number of novice drivers the event really revolved, fortunately with no serious damage to anything but egos. It did manage to keep even the injured stock car fans happily on the edge of their seats and the LHMRA looks well on its way to being a permanent fixture on the Washington scene.

The races themselves broke down into a variety of classifications with two separate feature events. The first for under 2000 cc and the latter for the bigger autos. Duncan Black, in the Lester that never seemed to be going flat out, gobbled up the first and Doctor Thompson, Jr., took the second with a commanding lead in his recently acquired XK 140M. In the first race, the sun disappeared and the clouds opened up practically as a starting gun.

The novice drivers in class G came to the starting line and waited for either the rain to subside or the flag to drop. When things got underway Phil Forsyth in the amazing little veteran FIAT Ballila took over and led from

start to finish. The novices literally took to the race like ducks to water and there were no outlandish bobbles to distinguish their driving from that of the more experienced.

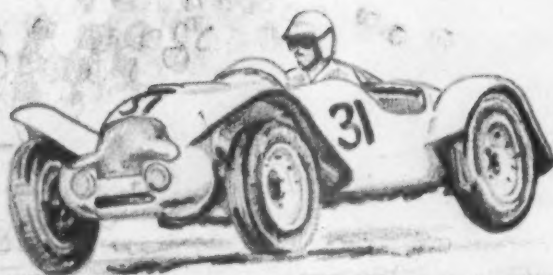
In the second race, again for beginners at the game, the class F cars had a workout. Bob Lautz in a blown TD took the lead on the oval and kept it handily for the first five laps closely followed by Foxy Carter. On the hairpin in the fifth lap Bob's remote control lever slipped past the shifting forks and Foxy took over to finish in the lead without a serious challenge. Tom Fitzsimmons had a bit of difficulty in the oval and managed to stick his TF in the mud and then bog down the tow truck when it tried to release him.

By now the water was collecting in the low point of the course and although the cloudburst had just about worked itself out, there was still a mist falling that dampened everything but the drivers' spirits. This one, also for junior drivers, brought out most of the action of the day, with a really contested event. Charles Shinn in the Morgan Plus 4 Tourer wedged himself into second spot behind Chester Cowen and stayed there, in spite of challenges by Austin Healeys, Jaguars, and a TR2. Unfortunately, the race was cut short when Ralph Hillier put his A-H on its top, and due to the lack of directional stability of the car in this position, left the course. Ralph was unhurt, but the tin received a bit of derangement.

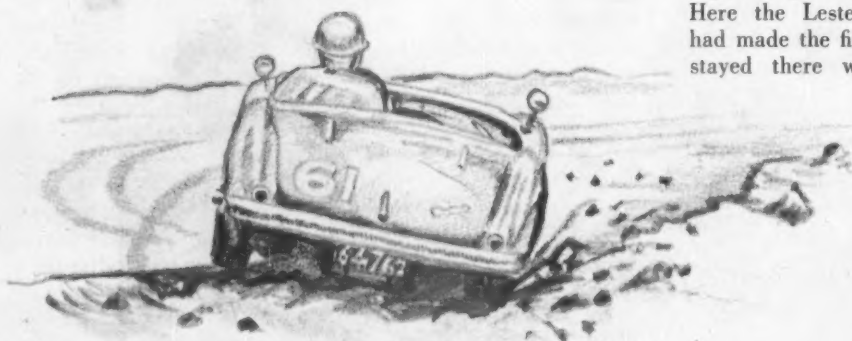
By the fourth race, things were drying up a bit and the class G production cars with senior drivers, including the newly matriculated drivers from the earlier races, had little to contend with except the still present six inches of water in the hollows. In spite of valiant efforts on the part of the volunteer fire department in trying to pump or build dams, the holes would fill up with maddening persistence.

Bill Long of Scuderria Shadetree, a closely-knit organization of two, took the lead and in spite of the terrific pressing by Frank Baptista and his beautifully prepared and kept TC, held it to the end. This race was run with a Le Mans start, so the FIAT, which had starter motor trouble was unable to make the dice a three way affair, but Baptista's performance in moving from seventh to second in one-and-one-half laps on the narrow course was a stirring exhibition of driving skill and since most sports

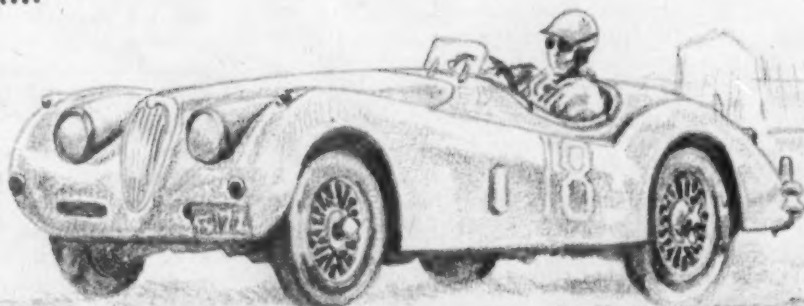
Bill Kincheloe cornering.



Dunc Black drops the Lester into the chute.



Hilliar and problem.



car addicts have a definite soft spot for the old TCs the race was one of the most enthusiastically received of the day.

The fifth race for class F production brought out the TF 1500s and one lone Porsche driven by Mickey Flynn. By now the course was pretty dry most of the way around and the time picked up a bit to 11.37:0 for the fifteen laps. There was a restart when veteran driver Dick Nash had some difficulty with the shallow lake across the road and snap-rolled the TF. He walked easily from the mishap but the car was in need of attention and had to be withdrawn from later competition. From the re-start on Steve Spitler, Nick Ryder (minus the complete pipe that occasionally got in the way, but chewing on its stem) and Foxy Carter went around as though tied together for a one-two-three finish.

The sixth race brought out the Lester, Porsche Spyder, Veritas, Ballila, two Willis MCs, a SIATA 1400 and a supercharged TD for the modified machinery of all classes. Here the Lester showed its teeth and before the pack had made the first turn onto the oval was well in front and stayed there without ever developing the characteristic

Thompson straightens out the chicanes.



"Doc" Thompson at speed  
on the long straight.



scream that it has when being really pushed. Evan Hunt in the Spyder came up from well back in the pack in two laps though to take over second spot and by the tenth had managed to get within striking distance of the flying white car. For the next five laps the Spyder and the Lester would arrive at the hairpin nose to tail, then on leaving the Lester would pull away until the esses, when the Porsche would begin gaining ground again. Forsyth in the Ballila began smoking a bit but kept the little car going to the finish and what would have been a class win except for the absence of other small displacement cars. The Veritas in third position made the race one of the most unusual from an equipment standpoint that we have seen in quite some time.

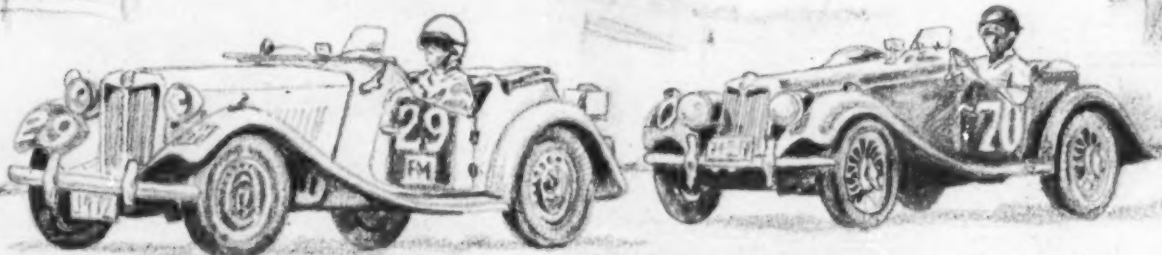
The seventh race was a bit unusual, too, in that there were upsets right up to the last half mile. Bill Kincheloe in the Austin-Healey 100M took the lead, but mis-negotiated a turn and let Ken Livingston into the number one spot, while Jim Robinson and Roland McConkey took over two and three. Mickey Flynn had the Porsche well up in the pack and then things began happening all over the place. The Triumphs, both going almost neck and neck into the

hairpin had a bit of brake difficulty and went off the course in echelon, while Bill Kincheloe, back in the race after having lost four positions, gained on the well-ahead Livingston. Mickey Flynn took to the paddock on the hairpin and had quite a time (two laps) extricating himself from the mire, while Robinson and McConkey were re-passing the cars that had overtaken them while investigating the shrubbery.

On the final circuit Mickey extricated himself and returned to the race to be replaced almost immediately in the same spot by none other than the leader Livingston and Kincheloe steamed across the finish line to take the checkered flag. One of the most changeable fields of the day and one of the most hard-fought races we have seen.

The last of the semi-final races was for production Jaguars, and had another Le Mans start. At the gun Doc Thompson was first away, followed by Charles Sarle and Chuck Wallace. This was the order in which they finished but that in itself gives no idea of the speed the three leading cars managed to squeeze out of the tricky and none-too-wide course. The three lead cars managed to cover the fifteen miles plus in a flat eleven minutes, in-

Lautz and Archibald dice.



jack benson



Bob Lautz and Elmer Achibald lead a gaggle of MGs through the chicane after the track had dried in the afternoon.

Jim Robinson and Roland McConkey toured the course in echelon most of the day, left course in formation.



cluding the Le Mans start and not a bobble in the event.

By now the track had dried and the puddle across the low spot had been removed, so when the nineteen cars lined up for the first of the two feature races and came onto the grid the event promised to be quite a struggle. Again the one lap around the oval, and again the Lester, starting in seventh spot was in the lead before the others had finished the first turn. Evan Hunt in the Spyder was again well back in the pack and the Veritas was in second position.

The second lap saw no changes in position of the leaders, with Robinson and McConkey in third and fourth spots. Evan had pushed the Spyder to fifth and Frank Baptista in the TC had gained considerable ground to hold down seventh. Frank lost the car coming out of the esses, however, and the still very much present mud retired him from further endeavor on the course, but occasioned considerable effort on foot. Here things stayed until Ralph Russell worked his MG TF 1500 past the Doretti into first spot and the Spyder moved into second. The Veritas and "Derf Eesol" had some tire trouble to drop them to fifth and the pair of TR2s took over and held third and fourth to the finish.

The final race of the day originally, for cars over 2000 cc, but opened at the last minute to the 2 liters that wanted to run, provided most of the excitement. Beginning on the oval Thompson and Wallace went around the first turns neck and neck at speeds that would make most track racers blink (and indeed did draw some amazed commentary from the workers at the track) until Thompson took a slight lead into the first straight. Charley pushed a little too hard into the esses and bobbled a bit, just enough to let Charley Sarle into second spot. From there on the race was a repeat of the eighth event, with Thompson covering the first three blistering laps at speed that would have left almost any other driver in the fence. Sarle hung onto second spot in the XK 120, a real veteran of competitions, and Wallace was firmly in the third position. Ken Livingston recouped from the earlier event by dropping

into fourth and staying there, while the first four cars lapped the field, to conclude the first of what we sincerely hope will be many events for the Lavendar Hill Mob Racing Association.

#### AWARDS

Race I, Class G Novice: First and G Modified, Phil Forsyth; First Production, Elmer Archibald; Second, Neil Watson; Third, Richard Rathke.

Race II, Class F Novice: First, Foxy Carter; Second, Dick Caldwell; Third, Doug Bennett.

Race III, Novice Class F and over: Class C and Overall, Chester Cowen; Class D including Class E; First, Charles Shinn; Second, Maurice Ashley; Third, Stanley Boyd.

Race IV, Class G Production: First, Bill Long; Second, Frank Baptista; Third, Richard Rathke.

Race V, Class F Production: First, Steve Spitler; Second, Nick Ryder; Third, Foxy Carter.

Race VI, Modified, all Classes: First and Class F, Duncan Black, 11:33:4; Second, Evan Hunt; Class E and D, First, Derf Eesol.

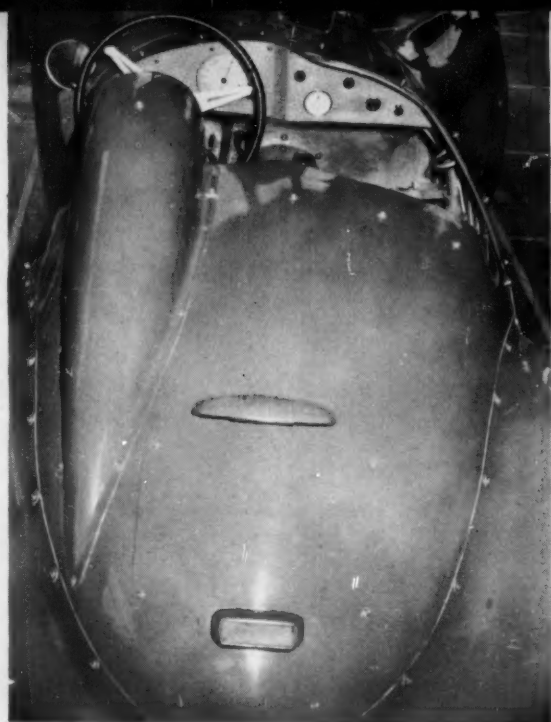
Race VII, Production Class D and under: First, and Class D, Bill Kincheloe, 11:15:3; Second, Stanley Boyd; First Class E, Jim Robinson; First Class F, Nick Ryder; Second, Joe Herson.

Race VIII, Production Jaguar: First, Dr. Richard Thompson, Jr., 11:0:0; Second, Charles Sarle; Third, Charley Wallace.

Race IX, Class E and under, 20 laps; First overall and Class F modified, Duncan Black, Lester MG, 17:31; Second, Evan Hunt, Porsche Spyder; First Class G production, Bill Long; Second, Elmer Archibald; First Class F production, Ralph Russel; Second, Steve Spitler; First Class E production, Jim Robinson; Second, Roland McConkey.

Race X, Class E and over: First overall and Class C production, Dr. Richard Thompson, Jr., XK 140M; First, Class D and E production, Ken Livingston; Second, Roland McConkey.



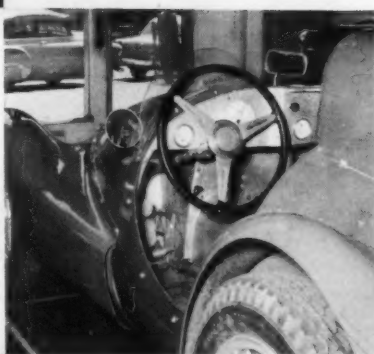


Typical of the individualistic little bombs turned out in Italy's speed shops, the Giaur has real competition in every line.

The very much modified 750 cc FIAT engine is the favorite among small special builders.



# Giaur's little giant



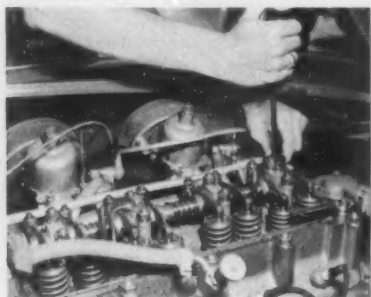
The instrument panel in the Giaur is more functional than attractive. It gives the driver an oil pressure gauge (left), tachometer (center), an ammeter (right), and nothing more.



The Giaur has exceptionally pleasing lines. From unswept front fenders to the headrest, it belies its 31-inch height.



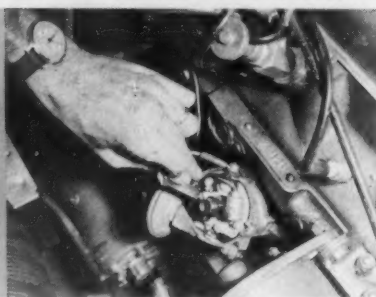
Proper valve adjustment is essential to performance.



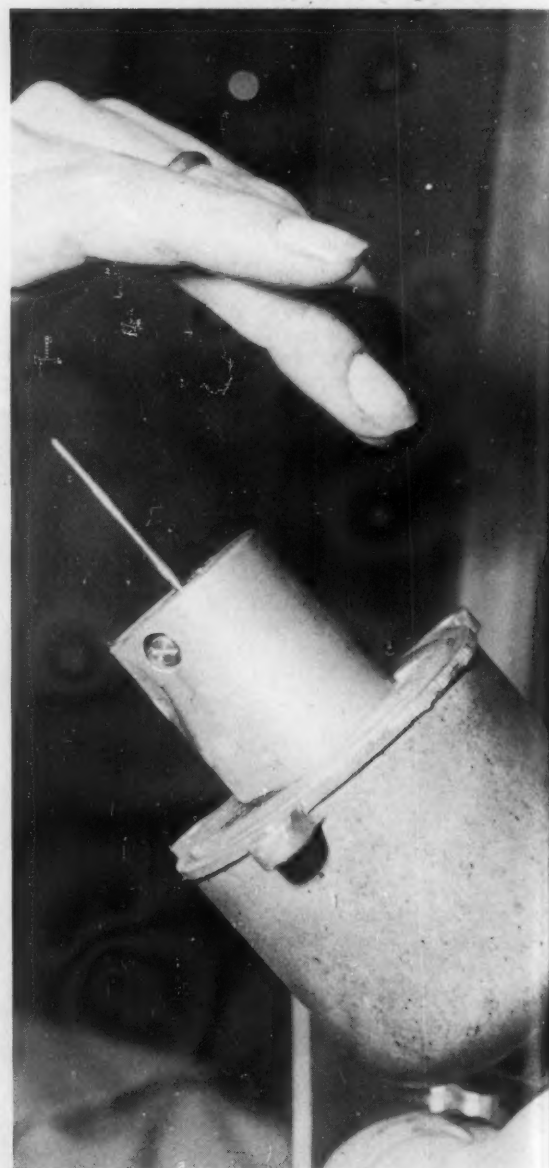
Distributor should be carefully checked in tuning.



Point gap and faces should be accurately checked.



"Spinning in" the plunger on the S.U. Carburetor will assure necessary smooth operation.



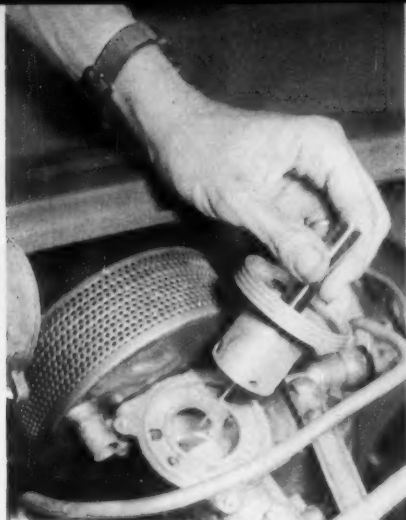
## Tuning techniques—

*Austin-Healey*

**P**REPARING a car for competition is generally thought of as being confined to more or less extensive modifications to the engine, but this is only one phase of competition tuning, even though the rest of the work generally has been ignored in writing about it.

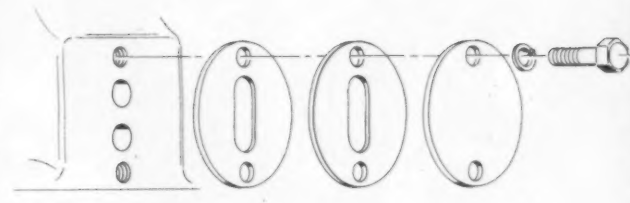
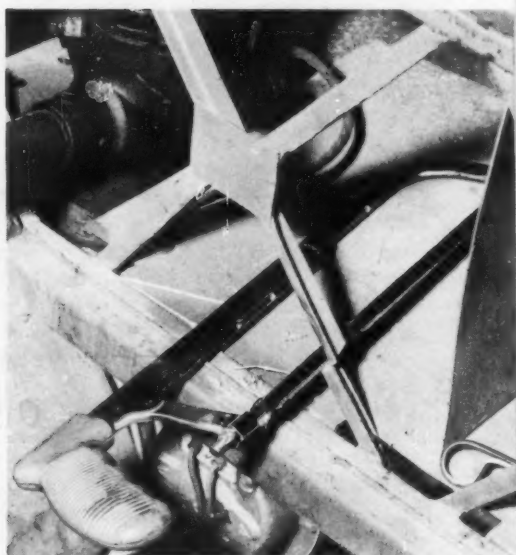
With the introduction of the Austin-Healey 100 a lot of activity developed in the stock class D events, making it apparent that some of the cars seem to run better than others. This is partially due to the drivers—and sometimes an exceptionally good driver can make a poor car look good—but unless you feel that you can give the other drivers odds, it's the preparation that makes the difference. Here are some ideas on preparation, and although these tips are based on the Manhattan Austin-Healey driven so successfully by Maj. Bill Kincheloe, a good many of them will apply to any car, either for racing or everyday driving.

The first step in tuning is not confined to changing the



The carburetor should receive extra cleaning and attention.

For racing the oil filter should be by-passed with metal plates.



To install the Le Mans kit without removing engine, cut away radiator brace.

plugs the day before the race, but begins when the car is delivered. If you intend to punish the car later in racing, it should be babied during the break-in, because no amount of tuning and adjustment will compensate for an improperly seated bearing or a scored piston.

"Breaking in" doesn't mean that you have to decant strange and wonderful lubricants through the engine, or creep around at 20 mph. in low gear, but there are some rules that *must* be followed if you want to get the performance and life you paid for.

One of the most important points in breaking in a new car is to use the choke sparingly. The quicker you get it back into position the better, and the minute the engine comes to life enough to idle, the choke should be closed. Using this gadget more than is necessary not only wastes gasoline, but will lay down a base coat of varnish that has no place in an engine. Save the varnishing for the

floors at home.

When you've got the engine going and idling smoothly, you have to exercise some masterful restraint—just because it's going doesn't mean that it's ready to pull the car around yet. *Wait* until the engine warms up! This may be hard on you, and may produce an advanced case of the fidgets, but it's absolutely necessary. We'd recommend taking up smoking if you haven't already. Even on a cold morning the car will be about right by the time you finish a cigarette (king size) and fiddling with matches or a lighter will give you something to do. Incidentally, it's a good idea to continue this warm up period even after the engine's broken in, because until the manifolds and carburetor are at operating temperature the mixture is a hit or miss proposition.

When you've got the engine warmed up, the car can be moved, *gently*, and a minimum 1,200 miles at under 2,500

A jumper lead across the governor switch will allow overdrive at any speed.



The overdrive switch should be adjusted with a test light to assure factory performance.

rpm. should be the rule. Remember that you're breaking in the whole car and not just the engine. Don't slam on the brakes. In the first place, the Austin-Healey has more than enough brake area to stop the car gradually, and the linings and drums should have a chance to set before you try them at their maximum.

All this may sound like a lot of bother, but when you consider the record of Kincheloe's car, and the fact that it is constantly in use as a demonstrator between races, you can see the results of care. The car has never burned oil, even during races and although the linings were changed once, the linings were still quite thick, the change being entirely a safety measure for the tight course at Cumberland, Md.

After you've covered the 1,200 miles, you can open it up a bit, but increase the speed and use of the brakes gradually, until at about 3,000 miles you've reached the red line limit on the tach. Don't try going over the red line just to see if the car will do it. It will, and if you need them in a race, the extra turns are there, so just take it for granted and save that part of the engine for emergencies.

Now you can start reading entry blanks, eyeing safety belts and crash helmets and the like, but give yourself time to finish the other preparations. Here the keynote is thoroughness, and you should approach the final adjustments with the idea that no bolt should be left untightened.

This is literally true. Get out the wrenches and go over the car from stem to stern. Replace any chewed up bolts and be sure all are tight. Be generous with lockwashers, and, if the course is a rough one, you might even drill the fastenings for cotter pins or safety wire. Oil all the threads before you tighten them up. If you have to change things during a race you don't have to wrestle with a frozen screw or chisel off a bolt. Beg, borrow or steal a torque wrench for the head bolts and run them up to about 75-foot lbs. Be sure to follow the tightening diagram, though, or you'll have horsepower leaking out around the gasket, and that won't help the performance a bit.

When you've finished with the nuts and bolts you should know pretty well where everything is, so start over the wiring. Every electrical connection should be tight, and here you'd better check to see that the connections are really that and not just a lot of wires at the same place. Dirt on the tags at the end of the wires may give you an off-again, on-again performance. Don't ever make a connection by just wrapping the wire around a screw. The tags are easy to obtain and you shouldn't even consider not using them. While you're working on the wiring, get a bottle of shellac, and give all the wires a good coating.

SPORTS CARS



Even if the chance of leaking a little juice around the tail lights, wouldn't seem to matter, it can, and has, cost races.

Now you're ready for some of the refinements of tuning. Like the tightening of nuts and bolts or shellacking wires, these are things that are sometimes overlooked and shouldn't be.

Tape the radiator and heater hoses. One broken hose and you're out of competition. The plastic tapes on the market today are fine for this, but heat resisting friction tape works well. Don't just tape the middle of the hoses, either—remove the clamps and cover the hose completely.

Next, remove the oil filter and support arm. The illustration shows a suggested by-pass you can make up to use during the race, and although you won't have any filtering action on the car, you'll be better off. The filter will, under hard cornering, strike the frame, and since it is cast aluminum, you'd be gambling against pretty heavy odds to leave it in place.

The windshield can and should be changed on the Austin-Healey for racing since this is a little advantage that the Healey has over most of the stock cars. You can save pounds by substituting a small area screen and still run in the stock class. Anything else the rules will allow you to take off and leave in the pits will be a help, too. Spare tires, side curtains, the top and the like should be removed before the race if it's allowed.

Another thing that should be done to a competition car with Rudge wheels is to smooth out the hubs and splines. You can do the job in a few hours, using regular valve grinding compound and grease. Just coat the hub threads and wheel splines and remove them and reinstall them until the hubs will spin off smoothly. You shouldn't have to swat the hub with a hammer more than twice during the race to free the wheel. You'll want a couple of extra wheels in the pit, inflated to 29 psi., and, of course, the splines should be worked over with the valve compound, too. And *don't* forget to balance all of them.

Finally comes the timing and carburetion. On this car the setting for everything but the plugs was left at the factory recommendations. The plugs (KLG FE70) were set at 22 thousandths, but here you'll have to experiment. Since the Austin-Healey has no timing mark, it's a good idea to set the spark by trial and error, preferably over the race course, but any stretch that will allow you to use most of the speed range will do.

The carburetors were left as is after some disappointing trials with the plunger springs removed. S. U. makes enough needles to satisfy anyone, so if you feel that you can better the performance, don't hesitate to try out a few other combinations.

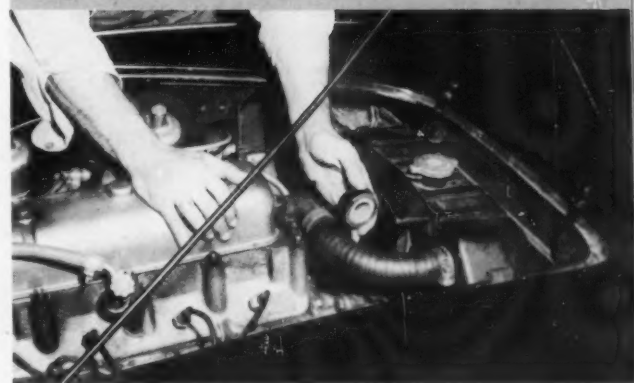
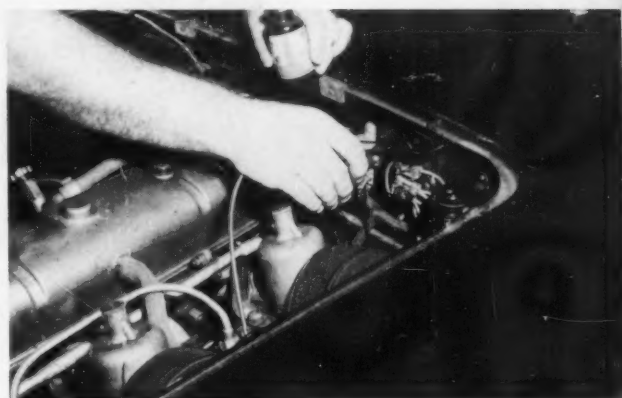
The last touch to the car itself is to short out the electric solenoid to the overdrive speed governor. You can do this by connecting a wire across the terminals, or if you want this left on all the time, you can mount a small toggle switch on the drive-shaft tunnel, and cut the governor in and out at will. This comes in handy if you're forgetful, because with the governor shorted out, you can get into overdrive with the engine speed way too low.

Finally, change the oil before each race—all the oil, in the crankcase, the transmission, and the rear end, and set up your pit to include plenty of fresh oil and water.

The car is ready to go now, and setting up the pit and your signals are pretty much up to you. In the shorter sprint races you won't need much in the way of spares. You should have a roll of baling wire for tying things back together, spare coil, plugs (already gapped) and points, and a set of fuses. It's a good idea to include a spare fan belt, a roll of friction tape, a chamois and, of course, plenty of rags. And with just a little luck and a lot of careful preparation you might come home a winner.

—☆—

Wires should be tight and coated with shellac as an extra precaution.



All radiator and heater hoses should be taped to prevent bursting.

Fangio leads the pack on the Burenville with the magnificent vista of the winding start and the thousands of spectators in the background in Belgium.



Fangio in the Mercedes as he showed them the way in 2 hours, 39 min., 29 seconds.



Juan Manuel Fangio takes the checkered flag in the classic. Moss in another Mercedes was close second.



Leopold, former King of the Belgians, congratulates Fangio as officials of Mercedes team proudly watch.

**F**ROM start to finish, in the Belgian Grand Prix, World Champion Juan Manuel Fangio and Stirling Moss held the first and second places. None other than the King himself handed the victor's trophy to Fangio. The happy drivers Fangio and Moss and the entire Mercedes staff, chief engineer Uhlenhaut, racing manager Neubauer, and all the mechanics, were greatly enthused by this unique success in Belgium and by making good the failure of Monte Carlo. Fangio, above all, was full of praise about his Mercedes-Benz racing car. To the reporters of all the radio stations and the press, who crowded on him after the race, he declared: "The car ran so brilliantly and the engineers and mechanics at Unterturkheim had designed and put the car in so excellent a shape that all I had to do was to drive," and he really had driven the car in a masterly fashion. In a new record time of 2:39.29 hours he bettered his own record of last year by more than 5 minutes. He drove the fastest lap of the race in 4:20.6 minutes which corresponds to an average speed of 121.205 mph.

The fourth Grand Prix of this year, the second European race of this kind, held on the racecourse of Francorchamps which had been magnificently prepared for this occasion, became a gay event for the visitors.

Long before the starting flag was dropped the 8.7-mile-track was lined by a closely-packed crowd. The three Mercedes-Benz formula racing cars with Fangio, Moss and Kling had to compete with three Ferraris, five Maseratis, one Lancia and one Vanwall. The winner of 1954, World Champion Fangio and Kling drove the longer, Moss a somewhat shorter type of racing car. During practice already the 26-year-old Lancia-driver Castellotti had proved to be quite at home on the Francorchamps racecourse, no matter whether the track was dry or wet.

Whereas Fangio and Moss knew the racecourse from former races, it was unknown to the third Mercedes-Benz driver Kling, which explains why he stood only in the third starting row.



# the Belgian Grand Prix

The race started in a stifling heat under a cloudy sky. After the first lap Fangio already was leading his team-mate Moss and he never gave this lead up again. Castellotti passed the grandstand as third just ahead of Kling who had had an excellent start. He was followed closely by the red Italian cars of Farina, Behra, Frere, Trintignant, and the green Vanwall driven by the Englishman Hawthorn.

The rather fast racecourse of Francorchamps which resembles the difficult Nurburgring soon asked its tribute. Trintignant stopped first to have the spark plugs of his Ferrari exchanged. Next Behra, driving a Maserati, was missing in the fourth lap. In the hair-pin turn of Source, immediately in front of the grand-stands at the start and finish-line, his brakes had blocked.

He came walking to the pits and jumped right-away into the car of the Argentine Mieres who had just stopped. Hawthorn in the Vanwall gave up in the ninth lap. Meanwhile, on the steep incline of Eau Rouge, shortly after the start and finish-line, Fangio overtook the last cars. With superb elegance he passed Rosiere in the wide right-hand curve.

After ten laps Fangio's distance to Moss was 13, to Castellotti on Lancia 45, and to the first Ferrari, driven by Farina, approximately 55 seconds. The world champion drove in a grand style and bettered on several occasions the previously established lap-times. In the 17th lap, in the Malmedy turn, bad luck prompted Castellotti, driving the only Lancia, to give up because of engine-trouble. Kling and Musso battled for many laps for the fourth position and in the 22nd lap Kling rolled into the pit with the engine shut off. An oil line had broken and this meant for him the end of a bravely driven race, especially if one considers the fact that he still had severe

pains caused by the broken ribs he had suffered in an accident in the Mille Miglia.

After about two thirds of the mileage had been covered, the Mercedes-Benz racing cars, lying in front, slowed down and drove at an average speed of about 118.6 mph. Only the two Ferraris of Dr. Farina and Paul Frere had managed to hold the same lap with Fangio and Moss. The Belgian journalist who knows every yard of the Francorchamps track was vividly applauded by his countrymen. Behra in the Maserati defended his 5th place against Trintignant's third Ferrari.

When Fangio's victorious car was flagged to stop, his team-mate Stirling Moss was about 200 yards behind. At that moment nine of thirteen competitors were still in the race.

Classification for the world championship 1955 was remarkably affected by the two first places of Fangio and Moss. Fangio was awarded nine points for the victory and the fastest lap. He is leading with 19 points before Trintignant with 11, Farina with nine, Moss with seven, Castellotti with six, Behra with four and Frere with three points.

## Results

1. Fangio, Mercedes-Benz	2:39:29.0 hrs.—118.832 mph.
2. Moss, Mercedes-Benz	2:39:37.1 hrs.—118.730 mph.
3. Dr. Farina, Ferrari	2:41:09.5 hrs.—117.597 mph.
4. Paul Frere, Ferrari	2:42:54.5 hrs.—116.314 mph.
5. Jean Behra, Maserati	1 lap behind
6. Trintignant, Ferrari	1 lap behind
7. Musso, Maserati	2 laps behind
8. Perdica, Maserati	3 laps behind
9. Rosier, Maserati	3 laps behind

Best lap time: Fangio, 4:20.6 min.—121.205 mph.





The jacket with attached hood has been designed for open car motoring.

# Designed

## FOR SPORT

Culottes are ideal for travel and are more feminine looking because they are skirt length and fuller.

For a better groomed look, the feminine counterpart might consider these longer shorts pictured here in a handsome woven check Avisco rayon with a shirt in a woven stripe, color coordinated to the shorts. By Heatherlane Sportswear. The shirt comes in beige and brown, beige and black, yellow and orange. Each about \$7.

Her companion's shorts are linen textured rayon. His shirt matches the fabric in the shorts, but is in a lighter shade. Available in a variety of colors from pastels to navy, brown and charcoal (an excellent color this year). Both from McGregor Sportswear. Shirt about \$3.95; shorts approximately \$5.95. And they can all go into the washing machine.



BY BARBARA HENDLEY

**S**O POPULAR has the sports car become in the United States that American dress designers are busying themselves with clothes especially designed to complement them.

Well thought out they are, too, containing the same ingredients that make American fashions famous around the world. They are smartly styled, budget priced and completely practical to wear and maintain.

The sports car still draws stares wherever it goes. Wearing these good looking sport clothes will guarantee the gals their share of stares also.

Hooded shirts and jackets became popular as protection against cold weather. Besides being attractive for everyday wear, they were the answer to many weather problems.

Pictured here is Lori Nelson, film actress, who goes a step further and combines slacks, top and hood. This two-piece suit, by Margaret Newman, has strapless slacks and a hooded, zippered jacket. The fabric is summer weight denim combined with two tones of jersey. The jacket buckles at the hipline in keeping with the long torso look.

\* \* \*

Shorts and sports cars have a natural affinity. But controversy has arisen. Whether to wear short shorts or knee-length, Bermuda shorts, is a subject of open debate.

Bermuda shorts originated in the tropics. The first time they were worn in the United States to any extent was during World War II when the British, undaunted by the noonday sun, ventured forth across this land.

In Bermuda, knee-length shorts are required. Anything shorter is frowned upon.

For cooler weather they are better worn with knee length socks . . . and the two do not meet.

Jamaica shorts, a sort of happy half way length, are more flattering for women than the skin tight short shorts.

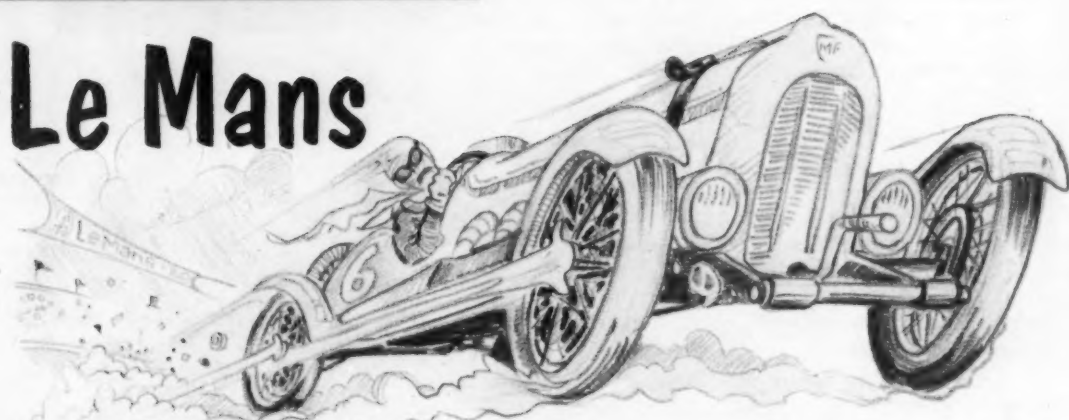
Definitely in style for summer driving, shorts and soft sport shirts insure comfort.



SPORTS CARS

## The Wearing of the Green at

# Le Mans



By JIM MOURNING

THE name of Sir Thruppence Cadwalliger III will not be entirely unknown to students of the sports car field. The story of how he almost invented the first sports car, only to give up in discouragement on his model MF when another attempt would have made him the father of the famous MG, has oft been told. But Sir Thruppence was a man of many moods. Once the sting of defeat had been wiped away, he again turned his mind to automotive thoughts. That is why, one day early in 1923, Sir Thruppence was standing talking to Fortisan Thermothrockle, his loyal and trusted friend, about matters competitive.

"By jove, Fortisan," Sir Thruppence said, "I think I'll enter this bit of dicing that is going to take place at Le Mans."

"Capital suggestion," exclaimed Fortisan, "but can you drive a racing machine?"

"How should I know?" snarled Sir Thruppence. "I've never tried."

"I hate to sound dreadfully stuffy, old chap," replied Fortisan, "but can you stimulate the intellectual process of an aged canine sufficiently for him to assimilate neoteric maneuvers?"

"You, sir, should be horsewhipped for asking a question like that," thundered Sir Thruppence. "Unfortunately, I don't have a horse handy." Instead he pushed Fortisan under the wheels of a passing Riley and hurried off into his den, locking himself in with an instruction pamphlet written by a young man named Davis.

From behind the locked doors occasionally could be heard the sound of Sir Thruppence roaring like an engine, or a horrendous crash as a table or chair was sacrificed to the acquisition of cornering skill. At last Sir Thruppence was ready to announce he had mastered the subject.

"Fortisan," Sir Thruppence announced, "I have mastered the subject."

"Bully for you," cried Fortisan. "Can you tell me how you should start?"

"Like a rocket."

"And how should you get into the lead?"

"Leap into the lead."

"And what must you do to stay in the lead?"

"Fight off attempts."

"And what if some one is ahead of you?"

"I shall constantly challenge."

"And show should you come down the straights?"

"Bomb down the straights."

"And what should you do to your car?"

"I should tool it or wheel it."

"And what kind of car must you have?"

"A flashing car, a power package or a short-fused bomb."

"Stout fellow," shouted Fortisan. "But what if a situation arises which was not covered in your instructions?"

"In that case," replied Sir Thruppence, "I shall look back to see what the fellow behind me is doing and merely do it first."

"You are indeed ready," said Fortisan. "Let us be off."

And so they bundled up their car and headed for Le Mans, confident that certain victory lay before them.

Now, many students of racing history know the Le Mans event was started in the rain in 1923. When the starting signal came, Sir Thruppence dashed to his car and accelerated out so rapidly that the water on the track turned to steam, blinding drivers and spectators alike. This is why so few people realize that Sir Thruppence was in the race.

As the event wore on, Sir Thruppence tooled his car like a man inspired, gradually increasing his lead until he was 164 laps ahead with less than two hours left to go. It was then that fate played a most dastardly trick.

Roaring out of Tertre Rouge corner, Sir Thruppence noticed that his oil pressure was dropping rapidly. Realizing that the complete loss of oil might knock his car out of the race completely, he decided to sacrifice some of his hard-won lead in an attempt to correct the fault.

Stopping his car, Sir Thruppence slid beneath it to see if there were a leak somewhere in the pan gasket. At precisely that moment, the oil pressure dropped so low that it came right through the bottom of the crankcase and pinned Sir Thruppence tightly to the ground.

For two hours Sir Thruppence lay there alternately cursing and struggling to get free as the slower cars passed him time and time again. At length the race was over and Sir Thruppence had not finished.

Finally freeing himself, Sir Thruppence gave the car to a little boy named Healey who was standing in the crowd and stomped off, vowing that never again would he have anything to do with racing.

And that is how it really was. That is how my great-grandfather, whose magnificent handling of a thundering machine should have given him victory and placed him in racing's hall of fame, was cheated out of it by a strange quirk of fate.

—☆—

**T**HE decision by Abingdon to market a new model MG has created as much speculation as any single announcement in the last few years. Apparently even the manufacturer felt called upon to offer an explanation for the revisions in styling and we thought that our readers might be interested in their communique "as is" until more complete information is available. As a further note, we have been assured by the United States distributor for the mark that the new models will follow *very* closely the picture drawn in this announcement.

\* \* \*

**I**T IS a difficult problem to decide the basic characteristics for a car to succeed the MG TF. The open 2-seater MG, of which the TF 1500 is the latest example, has retained its unique appearance in an unbroken line since the introduction of the J2 Midget in 1932. Along with this characteristic appearance, it has preserved a reputation to take endless punishment, to have performance above average, and above all to be safe. The well-known slogan "Safety Fast" has been no hollow catch-phrase, but a guiding principle in the design of this succession of vehicles, such that for years it has been the car on which a large proportion of successful racing drivers, past and present, have served their apprenticeship.

It must be acknowledged, however, that its shape, which through the years has become traditional, is now the limiting factor in the performance. With its flowing wings, its square tail, and its innumerable bumps and hollows, it is at 85 mph. or so coming up against its own particular sound barrier to the point where one can pile on hp. with little or no return.

In acknowledging, therefore, that the traditional shape has had its day, the designer must produce in its place a style which stands a chance in its turn of coming to be regarded as classic. The laws of aero-dynamics, however, are inexorable, and if one were to set six designers in six widely separated places to design an open two-seater with a wheel at each corner, and shape it for maximum penetration, they would all, if they knew their job, produce the same answer. It becomes a question, therefore, of how much the ideal shall be sacrificed to aesthetic appeal.

The engine of the J2 in its production form gave 36 hp.; the TF 1500 in its standard form gives 55. Tuning data for those who wish to use it is available to raise this power to 80 and above. All this has, and can be, achieved with little, if any, reduction in the degree of safety with which the enhanced performance can be used on the road.

In a new design, therefore, not only must all the basic characteristics be preserved, but an endeavor must be made to leave in the new car as wide a margin for future development as existed on the J2 of 1932. The motor cars which we prepared for Le Mans represent our attempt to interpret these requirements. Time alone will tell whether we are right or not. If they are successful in this form, that is to say, if they satisfy us in the trials and competitions to which they are to be submitted in the near future, the MG which will be sold to the public will undoubtedly have a lot in common with them.

If they were lighter they could be faster, but then it is doubtful if, at the present state of the art, they would "stand the bashing" to which they will undoubtedly be subjected when they are in the hands of the public. Alternatively, they could be made lighter with equivalent strength, if cost were of no consideration. If these cars are to serve a real purpose in providing us with information which will be of direct value to the final design of the production version, then they must bear a fairly close relation, both in general design and materials used, to that which would be practical in a production car to sell at a reasonable price.



## The New MG

We believe that we are on the brink of achieving a pretty fair compromise among all these conflicting elements. We are already satisfied that a production car built on these lines will have good performance, impeccable road manners, and a wide margin of safety, and can moreover be produced at a competitive price and sold in some quantity. The next three months, which will be given over to intensive proving both in private and in public, will show us what mistakes we have made.

Engine.	4 in line. Bore 73.025 mm. Stroke 89 mm. 1489 cc. O.H.V. Push rod. 3 Bg. crankshaft. C.R. 9.4 to 1. B.H.P. 82 at 5500. Oil cooler.
Fuel System.	Twin S.U. carbs. 1 3/4 in. diam. 20 gallon fuel tank rear mounted. Twin high-pressure S.U. fuel pump.
Electrical Equipment.	12 volt positive earth. Light weight (37 A.H.) battery rear-mounted.
Chassis.	Welded box section. Upswept over rear axle. Seats within side-members. As used on EX-179, the Utah record-



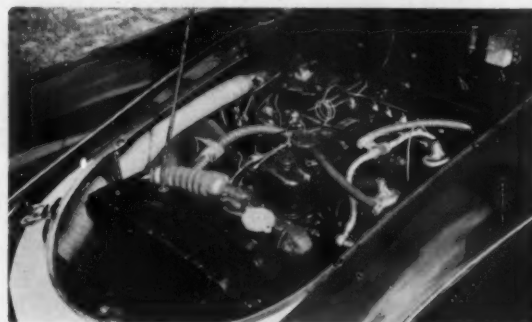


The new MG made its debut under fire in the Le Mans race and acquitted itself admirably. The crumpled left front fender will not be standard equipment.

- breaker. 1954.
- Transmission. Hydraulically operated single 8 in. dry-plate clutch. Close ratio gearbox—Ratios: 3rd 1.268, 2nd 1.62, 1st 2.45.
- Rear Axle. Orthodox  $\frac{3}{4}$  floating hypoid. Ratio (subject to test) 3.7.
- Steering. Front suspension as TD./TF. Rack and pinion steering. Hardy Spicer universal joint in column.
- Brakes. Lockheed 2 L.S. front 10 in. x  $1\frac{3}{4}$  in.
- Tires and Wheels. Dunlap center lock wire wheels, 60 spokes, with light alloy rims. 5.50 x 15 front, 6.00 x 15 rear.
- Instruments. Tachometer, oil-pressure, water thermo, fuel gauge, ammeter.
- Body. Open 2-str. aluminum alloy, detachable. Length overall 150 in. Width 58 in. Height overall 41 in. Wheel-base 94 in. Front track  $47\frac{7}{8}$  in. Rear track  $48\frac{3}{4}$  in.



Instrument panel and heater ducts are built into the prototype. The engine differs from Magnette only in head design



# I Get 29 Miles a Gallon From My Car — Why Can't You?

## SPECIAL NOTE!

This story is completely true. This car exists — in Milford, Pennsylvania. The owner of this car is not a handyman — he had never touched the engine of his car before September 18, 1953.

And yet, in one working day, this man got 14 miles MORE per gallon from his car. He increased the horsepower of his car by 20%. He tripled the number of miles he could drive without changing his oil.

And he did this without buying one single piece of equipment — without making one major change anywhere on that car!

Here is his amazing story, told in his own words. And here is the complete proof — the simple, step-by-step instructions that show YOU how to equal this performance how to save this gas — how to practically double the horsepower of your car — and start doing it — TODAY!

By WALTER ALSTON

Let me start this way. I own a 1952 Chevie. I'm the original owner. I've driven the car some 27,000 miles. Until six months ago, this car was no better or worse than any other automobile on the highway.

Until six months ago, I'd been getting 16 miles a gallon from my car on the open road. Today, I get 29 miles a gallon. Six months ago it took me 20 seconds to accelerate from zero to 60 miles an hour. Today, I make it in 15 seconds flat. I leave other Chevies a half-block behind at the lights. And they wouldn't believe it if I told them that I'm using less gas than they are!

Now, I'm no mechanic. Until six months ago, I never really touched the engine of my car. I bought no expensive tools. I made no major mechanical changes, because I couldn't make them. I didn't spend one red penny for "gimmicks" or "gas savers" of any kind. The only difference between my car today — and the performance that you can get out of your car one day or one week or one month from now — lies in a few simple, scientific facts. I learned these facts from some of the country's top automotive engineers. I'd like to give them to you — right now!

## This Is What Automotive Engineers Discovered About Your Car!

1. These engineers learned that the average driver probably WASTES 2 to 2½ gallons of gas out of every 10 — simply because no one has ever taught him the few professional secrets of smart driving! That he doesn't know how to avoid second gear — and save 40% of the gasoline he now uses, every time he touches his shift. That he doesn't know how to beat stop-and-go driving and save 75% of the gasoline he now uses, every time he pulls away from a light. That he does not know the right way to warm up his engine — and save 90% to 95% of the gasoline he now uses, every time he pulls away from his garage. And that if he could learn these few simple tricks, then he could increase his mileage by 3-5.7 miles a gallon immediately — without touching a single tool — without lifting up his hood.

2. These experts learned that an additional 2 to 3 gallons out of every ten are wasted in the engine of your car. That not one drop of that gasoline goes to move your wheels an inch. That this wasted gasoline is burned up to beat the unnecessary friction in your engine . . . that it leaks out of the cracks and holes in your engine . . . that it's never exploded — that its power goes out the exhaust instead of the wheels. These men discovered that if you could find a lubricant that reduced that friction . . . if you could find a sealer, that trapped that power . . . if you could find a compressor that increased that explosion — then you would automatically save that wasted gasoline — you would increase that mileage by an additional 3 to 7 miles a gallon — and you would end up with as much as 8-10 and 12 and even 14 extra miles a gallon.

3. And at the same time — because you were getting more punch from your engine — you would automatically get faster pick-up . . . greater accel-

eration . . . more jump every time you touched a pedal. You would help prevent major repairs — because you could stop minor disturbances before they could grow. And you would be able to drive an automobile that gives you new-car power . . . new-car economy . . . new-car dependability for as much as 75,000 to 90,000 miles!

## Save Up To 50% On Your Car Bills — This Year Alone!

This is just the beginning! Suppose that you could have these very same experts — these Indianapolis mechanics . . . Detroit engineers . . . and United States government scientists! — RIGHT AT YOUR ELBOW 24 hours a day!

Suppose these experts showed you simple 2-minute adjustments to your spark plugs that added as much as 2 to 3 miles per gallon to your car . . . plus an easy trick with your tires, that added as much as 4 miles per gallon to your car . . . plus a way that you could switch one single wire in your engine and save up to 40 gallons on your winter driving!

Suppose these experts gave you the trick of automatically cleaning the waste, sludge, carbon out of your engine, and adding as much as 3 years to the life of your car . . . plus the secret of adding as much as 10,000 miles to your tires without even picking up a tool . . . plus wonderful 2-minute tips on what to do when your battery or engine or radiator failed . . . so you could start that "dead" battery without a push or tow . . . so you could prevent that radiator from overheating even in the worst traffic . . . so you could start that engine in minutes even in below freezing weather.

## Get Up To 14 Miles More Per Gallon From Your Car!

This is exactly what a brand-new book, HOW TO DOUBLE THE PERFORMANCE OF YOUR CAR — does for you. This book is guaranteed to save you up to 60% or 70% of your present oil bills . . . up to 80% of your present repair bills . . . and to add as much as \$200 to \$250 to the resale value of your car.

Here are dozens of gas-saving tricks that can save you \$100 to \$150 in gas bills — this year alone!

Here's how to get an extra 20% . . . 25% . . . 30% more power from your car without spending a penny — the power you need to get out of trouble on the highway . . . to zoom away from other cars at the lights. Here's how to add 5-10 miles an hour to your top speed . . . how to drive up to 5,000 miles safely — without changing your oil! Here's how to get 25,000 more miles from your tires without touching a tool . . . how to stop steering wheel "play" . . . how to prevent your windshield from fogging up during the winter . . . how to fix a stuck horn . . . how to instantly get out of snow or sand without a tow!



## Save Up To \$100 In Repair Bills This Season Alone!

Here's the easy, quick way to make dents and scratches disappear — for good — how to remove rust from chrome, keep it sparkling bright, for years. How to make your own carburetor — "customize" your car . . . re-style your grill . . . make your own "Continental Rear Tire" for less than \$10 . . . how to lower your car . . . how to "soup up" your car for more power and mileage!

Here is your Complete Fix-It-Yourself Section that may save you \$100 to \$150 this season alone! Here's how to prevent the most costly breakdowns — before they happen! How to prevent carbon and valve jobs — major clutch replacements — carburetor, brake and starting failures. Simple step-by-step picture directions show you how to adjust brakes yourself and save \$5! Repair a clutch yourself and save \$13. Add new life to your battery and save as much as \$18! Fix a leaky radiator and save \$20!

Here's exactly what to do when your engine won't start — when your engine misses — if your engine stalls or floods — if you use too much oil — if your engine idles rough — black exhaust smoke — poor acceleration — labors — overheats — pings — knocks, shimmies — wanders and dozens more!

Here's a quick, 3-minute way to free sticking valves, without touching a tool! A 20-second way to prevent oil waste. How to get faster warm-ups in winter. Here's an emergency road flare that doesn't cost a penny . . . how to make anti-freeze last for two, or more seasons. How to tell whether or not you really need a ring job, and perhaps save up to \$250 on your car. Car repair books have sold separately for as high as \$5 apiece! But now this amazing new car owner's fix-it-yourself section is yours as just one part of this amazing book! ACT TODAY!

## Try It At Our Risk!

You can't buy "How To Double The Performance of Your Car" in a store. It sells for \$1.98 plus postage — less than

## Here is Authentic Documentation

NOTE: The information listed below is obtainable at your public library or through the publishers listed. These pamphlets should be read by every American driver.

## ON REPAIRS!

THE REPAIR MAN WILL GYP YOU IF YOU DON'T WATCH OUT,

by Roger W. Reiss, Published by the Reader's Digest, July, 1941

## ON GAS MILEAGE!

150 MILES A GALLON IS POSSIBLE,

by E. H. Burgess

INCREASED FUEL ECONOMY, by Plymouth Division, Chrysler Corporation

## ON OIL MILEAGE!

OIL DOES NOT WEAR OUT MECHANICALLY,

United States Bureau of Standards, Bulletin 86

CHANGE YOUR OIL, MISTER, by Jack Harrison Pollock, True Magazine, June, 1952

you'll save on your first minor repair. Try this book for 30 days. If you're not completely satisfied return for your full money back.

# FREE!



## Up to \$3 Retail Value! Up to 2-4 Miles More Per Gallon, Instantly, say thousands of useral

Probably the most widely-sold automotive equipment in the world! OVER HALF A MILLION DRIVERS have paid up to \$3 a set to put these amazing Air Bleed Needles on their cars! But we have bought out an entire factory at a sacrifice price! For this one advertisement only, they are yours at a FREE gift, even if you return the book! But you must act TODAY! After our limited supply is gone, they must return to the \$3 price!

Here is how they work: If you have a six-cylinder car, you need only one Needle (regular price — \$1.50). If you have an eight-cylinder car, you need two Needles (regular price — \$3.00). In either case, you simply unscrew the old Idling Adjustment Needle on your carburetor, and put in the new, THAT'S ALL THERE IS TO IT! You can do it in 60 seconds . . . without even dirtying your hands!

Once they're in, the purpose of these Air Bleed Needles is TO STOP YOUR CAR FROM WASTING GAS IN STOP-AND-GO-DRIVING — to save you as much as 2 to 4 miles a gallon on your stop-and-go driving! If you use your car to go shopping . . . if you drive to work . . . if you have to fight traffic as much as once a week, then we believe you'll bless the day you first put this equipment in your car!

REMEMBER, THIS IS PROBABLY YOUR ONLY CHANCE TO GET THESE AMAZING AIR BLEED NEEDLES AS A FREE GIFT!

Eugene Stevens, Inc., Dept. AU-1 114 East 32 St., N. Y. 16, N. Y.

## Act Today! Send This Coupon Now

EUGENE STEVENS, INC., Dept. AU-1 114 East 32 St., N. Y. 16, N. Y.

Gentlemen: Without obligation, please rush me the brand-new one-volume car library, HOW TO DOUBLE THE PERFORMANCE OF YOUR CAR. I understand this book is completely guaranteed. I agree to pay on arrival, only \$1.98 plus postage. Also send me as your extra Gift Premium, the amazing Air Bleed Needles, mine as a gift. If not completely satisfied within 30 days, I will return book for my full money back.

NAME \_\_\_\_\_ (please print in pencil)

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

MAKE OF CAR \_\_\_\_\_ YEAR \_\_\_\_\_

☐ Check here to save. Enclose 82 cash, check or money orders and we will pay all postage. Same money back guarantee of course.



# Shoppers' Showcase

Accessories and equipment for imported cars have always been difficult to come by and although there are a good many items on the market that are made solely for the imported machines, they are generally a mail order proposition. Manhattan Auto, in Washington, has decided to stock a comprehensive list of just such equipment and we felt that a selection from their stock might help in selecting gifts for the Sports Car owner.

\* \* \*



The first item of interest, an item of real usefulness in the summer, is a pair of capeskin driving gloves. These have more than adequate ventilation down the backs and stitching, both across the palms and down the inside of the fingers for assured grip. The price of \$4.75 does not include the Mercedes, of course.

\* \* \*



Ever try finding a street sign or house

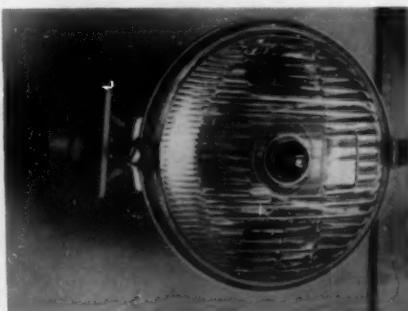
number late at night? One solution, of course, is matches but the supply is likely to be bulky at times or, of course, a flashlight, and that presents storage problems. Radyot has developed a handy, and most attractive, spotlight for sports cars. Retailing at \$17.95, the gadget will fit in the same position that the MG outside mirrors normally occupy or can be attached to any flat surface.

\* \* \*



Cleaning engines is always a problem and the more non-shining surfaces the power plant presents to the cloth, the more problem it is. One solution is to have the parts chromed, but aside from presenting a shiny surface this is actually little better than the standard equipment. The heavy, cast aluminum side plate made by Arnott is a practical and downright useful addition. The price is \$16.95, including special mounting hardware and gasket.

\* \* \*



More light, this in the form of a flame thrower design by Lucas. The fog light gives a controlled beam that has less reflection from the mist into the driver's eyes than other designs, and a good deal more candle power at the same time. Priced at \$10.75, the light should have a ready market.

\* \* \*

**POWERFUL TV ANTENNA**  
**MIDGET**

Amazing Television Invention!  
Fits Into Palm of Your Hand  
AS CLEAR A PICTURE AS WITH \$35 ANTENNAS! **ONLY \$1.00**

Installed in Seconds!  
Hidden From View!  
This Powerful Midget outperforms far costlier antennas. Weighs only few ounces. Works on all frequencies. Sensational value at \$1.

**MONEY BACK GUARANTEE!**  
Junk that old unsightly weak-pulling TV Antenna for this handy, newest Evans All Frequency TV Antenna. See the difference immediately. So low-priced you can't afford to be without this "Midget Wonder". Mechanism fully concealed. Perfect for apartments, where outdoor TV Antennas are prohibited.

**CLIP THIS AD AND MAIL WITH ONLY \$1 plus dime for postage.** We'll ship postpaid to your door. If not delighted with improved TV reception, return in 10 days for full refund. Order for yourself and friends today while this bargain offer remains in effect.

**EVANS RADIO CO., Dept. 6P**  
650 ASSURY AVE. EVANSTON, ILL.

**150 MILES PER GALLON!**

Automotive engineers have done it. Maybe you can too, provided all the factors are perfect. However, the sensational new **ELECTRONIC SPARK INTENSIFIER** is one way to insure you of big gas and battery savings. Easily fitted into the center hole of any distributor cap, it scientifically controls pre-ignition detonation and ping. Improves fuel combustion; reduces misfiring; insures quicker starts. Intensifier controls 25,000 volts or more for micro-seconds, "meters" built-up voltage charge at proper instant for top efficiency. Money back guarantee. Order now! Dealers inquire.

**FERRARI SPEED PRODUCTS**  
**ONLY \$2.00 postpaid**

11424 Biona Dr., Dept. CL-9  
Los Angeles 66, Calif.

**NOW! FIX TV FAST!**

**No Experience Necessary—New Book Gives You Easy, Step-by-Step Instructions**

Get this brand-new, complete handbook for sure-fire how-to-do-it knowledge of TV repair, installation, maintenance and trouble-shooting. You'll be amazed how easy it is to fix your own TV set with the help of this manual. And you'll find it equally as easy to make spare-time money fixing TV sets for your neighbors and friends. Perhaps you will want to get a service shop job... even start your own full-time business.

You don't need mathematical training to follow the simple, crystal-clear instructions in this book. All possible defects are classified for ready reference, thoroughly analyzed to show what is wrong and why... and what to do to correct the fault. You get step-by-step procedures for audio IF alignment, aligning RF amplifiers, mixers, oscillators, etc. . . . how to use the basic tools of TV repair... how to test tubes... how to adjust the ion trap... how to install sets and antennas, etc., etc. Contains complete, up-to-date information on color, UHF, transistors.

Mr. C. W. Morris of Charleston, W. Va., Says: "TELEVISION SERVICING is worth many times its cost. I have paid as much as \$200.00 for courses that haven't given me the clear understanding this book has."

**Prentice-Hall, Inc., Dept. 5303-L2**  
Englewood Cliffs, New Jersey

Send me **TELEVISION SERVICING** for 10 days **FREE TRIAL**. Within 10 days I will either return it and owe nothing—or keep it and send \$1.95 down (plus postage) and \$2 monthly for 2 months. I am also to receive—free—copy of "Color TV Transmission to Reception" mine to keep whether I keep TV Servicing or not.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

**SAVE! Send \$5.95 with this coupon and we'll pay postage & packing.**



# AT LAST!... New Invention Shows You How



## YOU MAY BE ABLE TO SAVE YOUR HAIR AND GROW HAIR AGAIN



### FICTION AND FACT:

First, let's separate fiction from facts. If your hair roots are dead, there's nothing in this world you can do about it. But if your roots still have life in them, you may be able to do something about it. If you are losing your hair due to insufficient circulation of the blood and tissue fluid, you can be helped. Medical science recommends massage and brushing, but human nature being what it is, we never get around to giving ourselves the proper amount of hair-saving massage and brushing.

### AMAZING NEW INVENTION DOES THE WORK!

As though by magic, VIBRA BRUSH helps increase the circulation of blood and tissue fluid. VIBRA BRUSH will help release the natural oils in your scalp. Loose dandruff and accumulated dirt are

easily removed. You feel clean and invigorated. VIBRA BRUSH massages and stimulates the Natural way without harsh rubbing that may damage hair and irritate scalp.



### NEW ELECTRIC APPLIANCE MAY NOW HELP SAVE HAIR

Science today revealed a sensation new kind of hair brush that looks as though all ordinary brushes will soon be obsolete. The name of this new device is VIBRA BRUSH, which is designed for proper hair care.

### NEW HOPE FOR HAIR OFFERED BY ELECTRIC BRUSH

Now it looks as though men with balding spots and thinning hair may win a reprieve. VIBRA BRUSH has just been introduced with the promise that its electrical massaging property may help save hair where roots are still alive.

### NEW KIND OF HAIR BRUSH COMBINES MASSAGING WITH BRUSHING

If you are bald, or have thinning hair, VIBRA BRUSH may be able to save you! Just on the market, this electric brush sends its vibrations, which stimulate and massage the scalp and help you maintain proper hair care.

## RELIEVES TENSION THAT MAY BE CONTRIBUTING TO HAIR LOSS!



Photographs posed by professional models

Some doctors now believe that nervous tension may be a factor in falling hair and baldness. Emotional tension may produce circulatory impairment to the scalp, which tends to interfere with nutrition of the hair roots. Hair thins out and bald spots appear.

VIBRA BRUSH helps relieve this muscular tension and relaxes you as though by magic! Run VIBRA BRUSH over scalp, starting from forehead and working slowly to back of head. Almost at once the gentle stimulation and vibration loosens tenseness! The scalp relaxes, relaxation spreads to the facial muscles, and then even to the rest of the body. With relaxation circulation improves, blood flows to the hair roots, and fatigue will often be relieved. With improved circulation nutrition is brought to the hair roots more freely and your hair will be greatly benefited!

VIBRA BRUSH is so simple, convenient and SAFE you'll be amazed and delighted. You use no dangerous chemicals and doubtful "preparations" that are both expensive and useless. You avoid embarrassing and repeated treatments that can easily dent your pocketbook. Right in the privacy of your own home in only a few moments a day VIBRA BRUSH can help you take care of your hair and make you really proud of your appearance. You'll be THRILLED at the new beauty of your hair.

### ORDER ON APPROVAL

Try VIBRA BRUSH at our risk for 2 weeks. If you don't say it's the greatest blessing ever designed for the hair, if it doesn't help you, send the brush right back for full and prompt refund—you lose nothing! VIBRA BRUSH comes complete to you with 8-ft. cord, plug, on-off switch. Made of durable anodized Aluminum. Bristle head is instantly detachable for rinsing. Only \$9.95 postpaid. If ordering C.O.D. send \$1 pay balance plus postage on arrival.

VIBRA BRUSH costs NOT \$50.00  
NOT \$25.00 NOT EVEN \$18.00 — but

only  
**\$9.95**

VIBRA BRUSH CORP., A114 42 BROADWAY New York City 4, N. Y.

Yes, rush VIBRA BRUSH for 2-week trial at your risk. If not delighted and thrilled with results, I may return brush for prompt refund. Send

☐ REGULAR Model for \$9.95

☐ DELUXE Model for \$12.95

☐ Payment enclosed

☐ \$1 enclosed. send C.O.D.

NAME \_\_\_\_\_

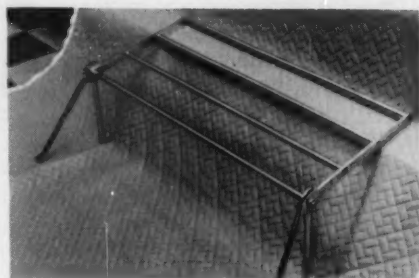
ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

Zone \_\_\_\_\_

STATE \_\_\_\_\_

# Shoppers' Showcase



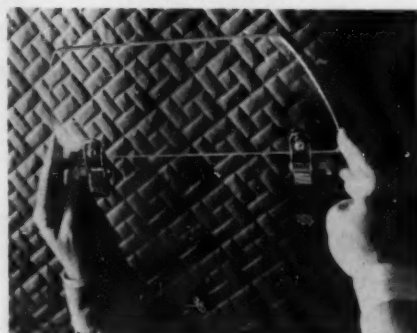
Travelling in an MG is always a bother from the luggage standpoint and there is usually not quite enough room for trips of more than a week end's duration. The luggage racks recommended by Manhattan give the Midget the capacity of most full blown sedans and still fold out of the way when not in use. The model illustrated folds flat against the spare tire when not in use and will hold a small trunk when in position. They sell for \$45.00 in either version or one that sits above the spare, take your pick.

\* \* \*



Back to glitter for a minute. The flat air cleaners made by Hellings add quite a distinctive touch to the engine compartment, as well as providing compact protection for the internal moving parts. Those shown fit either the Austin Healey or the MG and there are sizes available for most of the other popular imports, and average about six bucks each.

\* \* \*



Competition and pleasure driving combine forces in the double-purpose MG

windwings and aero screens. They deflect a great majority of the air normally howling through the cockpit when the top is down and double, with the use of small instrument panel clamps, as aero screens for more violent driving. Selling for \$17.95 for a pair of wings, with the clamps at \$3.95 extra, "no MG should be without them."

\* \* \*

One of the high powered gadgets to go along with high powered cars is the



Lucas "Flame Thrower" driving light. Conservatively rated at 2,000 candlepower, the small-sized unit will really brighten up dark moments. The little one can be had for \$10.75, the bigger (and brighter) for about \$15.00.

\* \* \*

## For Racing at its Thrilling, Exciting Best



JUNIOR MIDGET

- 6 H.P. High Speed Engine
- 50 M.P.H. Top Speed
- Soundly Engineered
- Precision-Built
- Compact Sturdy Construction
- Moderately Priced

Dealers  
Inquiries  
Invited

Get in on Micro-Midget racing, America's newest, most exciting, and fastest growing sport. Speeds up to 30 M.P.H. on a 1/10 mile track.

Can be purchased in kit form or complete ready-to-run. Send 25 cents for completely illustrated literature describing all details.

Now available, the **HANDBOOK for SMALL RACING CARS**. This handbook is the most complete of its type ever printed and has articles, plans, specifications, engine information, track and racing data, all rules and regulations, etc. for 1/4 Midgets, Micro-Midgets, and 1/8 Midgets, only \$1.00.

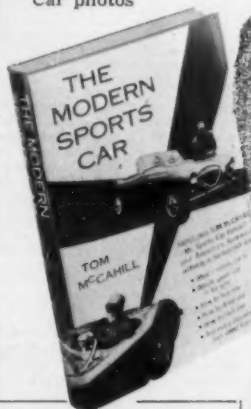
**COMET MANUFACTURING CO.**

Dept. L9 P. O. BOX 1882 SACRAMENTO 9, CALIF.

## EXAMINE FREE! Special Offer to Readers of This Magazine

including  
64 pages  
of Sports  
Car photos

The most complete and up-to-date  
book ever written for sports car fans!



## THE MODERN SPORTS CAR

by Tom McCahill

America's leading authority on how to own and enjoy a sports car.

Packed with information on sports cars of every make and model, this brand new book tells everything you need to know about buying, repairing or driving your sports car. It will help you get more enjoyment and better performance from your car, make you an expert driver, put at your fingertips complete specifications on every sports car there is today.

**Partial list of contents:** Sports cars analyzed: MG, Jaguar, Porsche, Austin-Healey, Ferrari, Morgan and many others. Good and bad features of each. Capacity, roadability, pickup, brakes, transmission, etc. The only right way to break in your sports car. How to cope with the close tolerance problem. How to use your instruments to prevent damage to your car. How to keep spark plugs from fouling at

low speeds. How to have control of your car at all times. Cornering, tight turns, skids. Accidental and deliberate spinning. How to prevent roll-overs, crashes. Up and down shifting. Double clutching. How to use torque to overcome inertia on turns, bends and in emergencies. How to win competition events. Complete technical guidance for understanding, repairing and servicing your sports car.

### FREE TRIAL COUPON

Prentice-Hall, Inc., Dept. 5303-L1, Englewood Cliffs, N. J. Please send me a FREE EXAMINATION copy of THE MODERN SPORTS CAR. Within 10 days I will either send you \$3.95 plus postage, or return the book and owe nothing.

name \_\_\_\_\_

address \_\_\_\_\_

city \_\_\_\_\_

zone \_\_\_\_\_

state \_\_\_\_\_

**SAVE MONEY!** Send \$3.95 with this coupon and we will pay postage. Same return privilege; refund guaranteed.

**PLUS** little known facts about sports cars. The inside story of highly secret data that British Intelligence got from Dr. Porsche and other top auto engineers, about the Mercedes and other German sports cars. (For example, in 1934, a straight 8 Mercedes displacing 5.6 litres developed 645 BHP at only 5800 rpm.) **10 Days Free Trial!** See for yourself how this great new book helps get more pleasure from your car, how it answers all your sports car problems and questions. Send for a Free-Examination Copy of THE MODERN SPORTS CAR. Return it in 10 days if not completely delighted.



# Shoppers' Showcase



Valve covers for overhead valve engines come in a variety of designs and

shapes. Currently Manhattan says that the Andori is most popular among the Austin Healey owners, due possibly to the finned top. The Androni, as well as the more conservative Arnolt, fit both the AH and the MG and retail at about \$16.95 for the Arnolt, \$23.95 for the Androni. Not only do these units improve the appearance of the engines they grace, but they are a heck of a lot easier to get off if you want to get at the works.



## HERE IS THE KIND OF HE-MAN BODY YOU CAN HAVE!

### WHAT'S THE SECRET?

You can broaden your shoulders, strengthen your back; add inches to your chest, develop a vise-like grip, make those legs of yours powerful, shoot new strength into your backbone, exercise those inner organs, cram your body full of vigor and red-blooded vitality! The new "home gym method" that's the sure best and most inexpensive. It has changed many a 90 lb. weakling to a he-man. It has turned many a skinny boy into a marvelous physical specimen. It can do the same for you! No \$50.00 courses. No expensive gadgets. You simply use the inexpensive home gym which helps you use the dormant muscle power in your own body. You will watch it increase in double quick time into solid muscle. The home gym method is easy! Only 10 minutes a day in your own home! You can use the home gym method in the morning or at night for no longer than it takes to shave or get dressed—when you use the home gym method you'll be using the method used by many of the greatest athletes, used by football players, wrestlers, fighters and men who keep in trim!

No matter how skinny or flabby you are the amazing new muscle power body builder can help you gain inches of solid muscle in double quick time—only 10 minutes a day!

THE HOME GYM IS SOMETHING EVERYONE WHO WANTS A BETTER BUILD WILL PRIZE! JUST MAILING THE COUPON MAY MEAN THE TURNING POINT IN YOUR LIFE!

**NO EXPENSIVE GADGETS!  
NO \$30 TO \$100 COURSE!**

You will get miraculous results...You will keep that sparkle of youth and you will experience a new zest for life. All it needs is 10 MINUTES A DAY, only 10 minutes. You will look better, you will feel better, you will think better, you will be better in every way, and you will have a body you don't have to be ashamed of. Because it is so simple the cost of your home gymnasium is trivial, when compared with what it can do for you. It will last you a lifetime. You can't break it with ordinary use. Remember this little home gym must do everything we claim—circulate your blood...tone up your muscles—relax those nerves that are so keyed up that you are ready to scream—it must make you feel more pep and vitality than you ever had in your life. It must work or it doesn't cost you a penny. Full price only \$2.98. **SOLD ON A MONEY BACK GUARANTEE—ONLY \$2.98. MAIL COUPON NOW!**



YOU MAIL THE COUPON BELOW AND YOU CAN PROVE TO YOURSELF YOU CAN BE A NEW MAN! THE SECRET METHOD CALLED THE "HOME GYM METHOD" HAS DONE WONDERS FOR THOUSANDS. HERE'S WHAT IT WILL DO FOR YOU IN JUST 10 MINUTES A DAY!

Just mail the coupon below, then in 10 minutes you will soon be convinced that you can have the kind of body your friends admire—there's no cost if you fail! No matter how old or young you are or how ashamed of your present physical condition you may be—if you can flex your arm you can add solid muscle to your biceps in amazingly quick time! **YOU TOO CAN BE TOUGH! GAIN REAL MUSCLE POWER! BE AN ALL AROUND WINNER! DEVELOP NEW STRENGTH AND HE MAN LOOKS!**

**YOU CAN BROADEN YOUR SHOULDERS—STRENGTHEN THE MUSCLES THAT COUNT, IN ONLY 10 MINUTES A DAY—RIGHT IN YOUR OWN HOME—YOUR MONEY BACK IF YOU FAIL!**

You can gain handsome power packed muscles all over! Improve your he-man looks 1000%. You can win new strength for money-making work! For winning at all sports! You'll be admired by everyone! You'll turn your old skeleton frame into a he-man body. You'll be on the road to being big and strong! No matter how skinny or flabby you are you can turn yourself from a wreck to the strongest of strong...You can develop your 520 muscles and gain confidence...you will see inches of mighty muscle added to your arms and chest...you'll see your back and shoulders broadened, you'll gain size, power, speed, from your head to your toes...You'll be admired by all...You'll be a winner where muscles count! Many gain up to 60 lbs. of muscle and add inches to chest and arms...Many turn fat into muscles...You can develop your back, your grip, your legs—you'll look, feel, act, like a real he-man. You'll find it easier to win women and men friends...You'll win in sports, win promotion, you'll win more praise and popularity! You get everything you need in one compact package—you do it—all in just 10 minutes a day, with the HOME GYM. You get complete and full instructions with the HOME GYM...you'll be amazed at how easy it is to get in shape and stay in shape with the HOME GYM.



**WIN A SILVER CUP—**  
Awarded to Users Making  
Greatest Improvement in  
Next 3 Months.

**—MAIL THIS NO-RISK COUPON TODAY—**  
**HOME GYM CO., DEPT. 22**  
318 Market Street, Newark, New Jersey

**PLEASE RUSH THE HOME GYM WITH FULL INSTRUCTIONS FOR ONLY \$2.98 complete!**

☐ I enclose \$2.98 cash, check or money order, send postage prepaid (I save up to 90¢ postage by sending \$2.98 with my order!).  
**MY MONEY WILL BE REFUNDED IF NOT SATISFIED.**

NAME.....  
ADDRESS.....  
CITY.....ZONE.....STATE.....  
**MONEY BACK GUARANTEE!**

## Tyro Topics

**T**HROUGH a good many of the letters and inquiries we receive we have seen that although there is a definite movement toward the sports car in the United States and almost every motorist and interested bystander seem to know what they look like, there is still need for an introduction to some of the terminology and uses of the group.

The normal beginning place for articles of this type seems to be a definition of "What Is a Sports Car." This has been belabored and done and redone to the point that even most owners would not be able to cite a particular definition they can wholeheartedly agree with. In the last analysis, a Sports Car should be one that is fun to drive and that will operate safely when you drive it sensibly. This may seem a skimpy sort of way to cover the rather large field but to those who have driven machines like the Jaguar, Austin-Healey, Porsche or MG it will suffice. For those that have not had the opportunity to indulge themselves in a car of this sort, the only solution will be to try one out and then the definition will become clear. There is no other explanation for the cars, as there was never a tidy fit for terms like "Oomph". It just happens that there are some cars, like some fine wines, that are more enjoyable and desirable than others and those are generally sports cars.

The second part is a bit more complex, because what is sensible and safe driving in a sports car might well constitute a long, long step towards suicide or mayhem in a normal passenger machine. A sports car becomes such only when its capabilities are used to their fullest and then with intelligence and ability. The cars will generally go a long way to keep their drivers out of trouble but at the same time they will not accomplish, alone, the impossible. Their main attribute is that they are capable of taking treatment that most other machines would never tolerate and still carry their owners to and from work. This they will do if the owner gives them the same consideration that he would a fine horse and not expect the qualities of a dray animal in an Arabian stallion. To finish off this rather horsy definition, someone once summed up the whole situation by saying that the difference between sports cars and normal passenger cars was very similar to that between a gaited thoroughbred and a mule. Sure, the mule will take you from one place to the other but the ride just can't compare.





# Le Mans 1955

(Continued from page 12)

Fangio was slow away at the start, and the first lap saw Castellotti well in the front. Then the pressure and skills in this year's running became apparent. Hawthorn shot the Jaguar into second place and in less than five laps Fangio was in third, with Castellotti shattering the lap record on the second lap and Fangio on the fifth. All three cars had begun lapping the slower machines on the third circuit. On the sixteenth lap Hawthorn passed Castellotti and the following lap Fangio circulated at 120.8, also passed the Italian and began the fantastic duel between the Jaguar and Mercedes.

By now the average speed was well above last year's lap record, and still mounting. On the following lap Fangio passed Hawthorn. On the twenty-fourth circuit Hawthorn averaged 121.65 and with the prospect of almost twenty-two hours to go, the cars seemed to be driven mercilessly.

Then with the race barely two hours old, and well over 32 laps completed for the leaders, disaster overshadowed the race. Hawthorn, coming into his pit for fuel braked hard, as only the Jaguar can, and Lance Macklin in the Austin Healey whom he had just passed, slammed on the brakes and had to swerve to the left to avoid the Jaguar. The swerve carried him directly into the path of Levegh's Mercedes and with the silver car traveling a full forty miles an hour faster, there was no chance for the veteran driver to avoid the car suddenly in front of him. He tried to pass farther to the left, saw that it could not be done, and raised his hand in a last signal and salute to his teammate Fangio not over 150 yards astern.

Levegh's car just touched the Austin-Healey, almost gently, but at that speed the green car was spun like a top across the course to the pit wall and the Mercedes ricocheted off the bank, turned over end over end, then like a wounded animal, gave a last leap some twenty feet into the air, crashed to the ground, and broke in two at the bulk head, rocketing the engine into the crowd, while the remainder of the car burst into flame. As the eerie glow of burning magnesium lightened the appalling scene, the scope of the disaster was not at first apparent to the dazed onlookers who had stood on the edge of death. The hood had been thrown with a speed of almost 200 kph. through the crowd, cutting a path like a giant scythe, while the headlights and other smaller parts of the ill-fated car had become veritable shrapnel. The engine, broken loose from its moorings, had flown into the mass of spectators, and at high rpm had disintegrated, throwing connecting rods and bits of metal through the packed area with devastating effect.

Back on the track Neubauer, faster than the officials, rushed into the track and began flagging the other hurtling cars with his ever present little flag and Macklin was helped from the almost demolished Austin, miraculously whole. Fangio utilizing all his skill swept through the tangle, followed by the other drivers in the grueling, and suddenly gruesome, race.

The race continued with hardly a pause and except for a brief change of positions when the leaders took on fuel, and changed drivers the Hawthorn-Bueb, Fangio-Moss duel went on. One of the new MGs went out at Mulsanne and the pace showed no sign of slackening. At eight p.m. Saturday Fangio and Moss, with an average of 115.8 were a lap ahead of the Hawthorn-Bueb Jaguar,

and Moss was lapping at 119 mph. The new Cooper was circulating at a seemingly effortless 88, and second to the 1.1 Porsche. The Ken Miles-Lockett MG had moved into 23 position after a contest with the Triumph TR-2s. The Cunningham Jaguar was dropping back noticeably and a good many of the entries had given up.

By midnight the Mercedes were running first and third, with no sign of weakening. Their air brakes were lifting like hoods before the corners and a two lap lead over the second place car seemed to give the Fangio-Moss entry a respectable margin. At two a.m. the official list of the killed and injured was published and the remaining Mercedes were flagged into their pits and retired. This left Hawthorn-Bueb with a three lap lead over the Rolt-Hamilton Jaguar, now suffering with a split fuel tank. The healthy Maserati driven by Valenzano and Musso was third. As the race drew on toward the halfway mark, none of the usual fog seemed to be collecting in the low spots.

Just before four a.m. the Maserati and the Collins-Frere Aston Martin passed the now noticeably slowed Rolt-Hamilton car. Beauman retired his Jaguar that had been in the sand since midnight, and Polensky and Glocker moved their extremely rapid Porsches into sixth and seventh spots, effectively outdistancing the Bristols,

## TIMES

### Finishing positions on the Index of Performance

1. Von Frankenberg-Polensky, Porsche 1.5, Index No. 1.241.
2. Hawthorn-Bueb, Jaguar 3.4, 1.232.
3. Collins-Frere, Aston Martin 2.9, 1.228.
4. Seidel-Gendebien, Porsche 1.5, 1.204.
5. Glocker-Juhan, Porsche 1.5, 1.193.
6. Claes-Swaters, Jaguar 3.4, 1.188.

### Final for the 21st Biennial Cup (1954-55)

1. Frankenberg-Polensky (Porsche).
2. Glocker-Juhan (Porsche).
3. Keen-Line (Bristol).
4. Wisdom-Fairman (Bristol).
5. Wilson-Mayers (Bristol).

## OVERALL

1. Hawthorn-Bueb, Jaguar, 2592.91 miles, 106.99 mph.
2. Frere-Collins, Aston Martin, 2529.34 miles.
3. Swaters-Claes, Jaguar, 2475.88 miles.
4. Polensky-Von Frankenberg, Porsche, 2378.26 miles.
5. Sidel-Gendebien, Porsche, 2307.36 miles.
6. Glocker-Juhan, Porsche, 2285.07 miles.
7. Wilson-Mayers, Bristol, 2261.30 miles.
8. Keen-Line, Bristol, 2261.30 miles.
9. Wisdom-Fairman, Bristol, 2244.54 miles.
10. Stoop-Becquart, 2177.32 miles.
11. Cabianca-Scorbati, OSCA, 2141.88 miles.
12. Lockett-Miles, MG, 2082.78 miles.
13. Duntov-Veuillet, Porsche 1.1, 2051.62 miles.

# Le Mans 1955

Frazier Nash, Gordini, and the now ailing Cunningham. Lockett and Miles had moved into 16th with the MG and were averaging 87.5 mph. for the 12 hours. Polensky had also moved to within one point of Hawthorn on the index of performance, and the field had been cut to 27 of the original 60 starters.

Just as dawn broke a shower of rain swept the course, but failed to slow the pace any, and the figure stood at some ten miles per hour faster than last year. The cold and dampened spectators began flocking to the stands serving coffee, or the cafes around the course, while the pit staffs breakfasted or shaved, in the second day of running. The order at six o'clock was the Jaguar, Maserati, Aston-Martin (Frere-Collins), Jaguar (Claes-Swatters), Polensky-von Frankenberg in the Porsche, with the Glocker-Juhan car sixth. Then the Bristols, Frazer Nash, another Bristol, Frazer-Nash, and the Cunningham with only top gear left, accelerating away from the pit stops more like a tractor than a racing car.

The 1.5 Porsches at this point were leading their nearest class rival by 17 laps, while the 1.1s further back were, never-the-less, 24 laps ahead of competition. The Collins-Frere Aston Martin had gained on the Maserati until

only ten seconds separated the two cars but a driver and tire change when Frere took over at 7:30 left them 130 seconds behind. At eight a.m. the Maserati stopped to refuel and just as it accelerated away from the pits the Aston passed into second position, with a six second lead. The rain began coming down again and the speed of both the leading Jaguar and the Aston dropped to 110, while the Maserati continued at 113, and the Maserati was back in second spot.

At 9 o'clock the Jaguar dropped to about 103 mph. per lap and the Maserati continued to circulate ten miles an hour faster, without hope though of eating up the former's five lap lead in the remaining hours. At 9:15 the Jaguar spun at Arnage and the Maserati went by while it was in the sand, cutting its margin to only three laps with six hours to go, and gaining at a rate of 20 seconds each lap. At 9:40 the Jaguar was in the pit for 2 minutes 27 seconds for some tinkering under the hood, and Hawthorn took over the driving.

At 10:00 the Maserati dashed into its pits for a change of drivers and the Aston-Martin, which had been steadily gaining on both the Maserati and the Jaguar moved again into second spot, holding this position to the finish.

## LE MANS 24-HOUR RACE POSITIONS BY HOUR

Car	Drivers	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Jaguar	Hawthorn—Bueb	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aston Martin	Collins—Frere	15	14	11	11	9	7	8	7	6	4	4	3	3	3	2	3	3	2	2	2	2	2	2	2
Jaguar	Swatters—Claes	11	11	8	9	8	8	7	8	7	5	5	5	4	4	4	4	4	4	3	3	3	3	3	3
Porsche	v. Frankenberg—Polensky	22	21	21	18	17	17	14	12	8	6	6	6	6	6	6	5	5	5	5	4	4	4	4	4
Porsche	Seidel—Gendebien	27	25	26	21	19	21	20	17	16	11	11	10	10	10	10	9	9	9	7	6	5	5	5	5
Porsche	Glockler—Juhan	23	22	19	19	18	18	16	14	9	7	7	7	7	7	7	6	6	7	9	8	7	6	6	6
Bristol	Wilson—Mayers	28	30	25	23	20	19	17	15	11	9	8	8	8	8	8	7	7	6	6	5	6	7	7	7
Bristol	Keen—Line	24	23	20	22	21	22	21	18	14	10	10	9	9	9	9	8	8	8	8	7	8	8	8	8
Bristol	Wisdom—Fairman	32	32	28	25	23	20	19	19	17	12	12	12	11	11	11	10	10	10	10	9	9	9	9	9
Frazer-Nash	Stoop—Becquart	30	33	30	27	26	25	23	21	20	14	14	14	14	13	12	11	11	11	11	10	10	10	10	10
Osca	Cabianca—Scorbati	31	31	31	28	25	23	22	20	19	13	13	13	13	12	13	12	12	12	12	11	11	11	11	11
M.G.	Lockett—Miles	40	42	38	33	29	28	26	23	21	18	17	16	16	16	16	15	15	15	14	13	13	12	12	12
Porsche	Duntov—Veuillet	36	36	35	31	31	29	27	24	22	17	16	17	17	15	15	14	14	14	13	12	12	13	13	13
Triumph	Dickson—Sanderson	42	44	39	39	33	31	28	26	24	19	19	18	18	17	18	16	16	16	15	14	14	14	14	14
Triumph	Hadley—Richardson	48	49	45	40	36	34	30	27	25	20	18	19	19	18	17	17	17	17	16	15	15	15	15	15
D.B.	Cornet—Mongin	46	47	43	37	37	36	31	30	26	22	20	22	22	21	21	20	20	20	19	18	18	18	17	16
M.G.	Lund—Waeffler	39	45	46	42	39	39	36	35	31	23	21	20	21	19	20	19	18	19	18	17	17	16	18	17
Porsche	Olivier—Jeser	43	40	37	36	32	30	35	32	28	21	22	21	20	20	19	18	19	18	17	16	16	17	16	18
Triumph	Brooke—Goodall	38	38	36	50	47	45	43	41	37	32	30	27	26	25	25	22	21	22	21	19	19	19	19	19
D.B.	Hery—Trouis	56	53	53	47	46	43	41	39	36	31	28	26	25	24	24	23	22	21	22	21	21	21	21	20
Cooper	Wadsworth—Brown	37	37	33	32	30	33	32	31	32	30	29	29	27	26	26	24	23	23	20	20	20	20	20	21
Panhard	Hemard—Flahault	52	51	48	43	40	40	38	36	33	25	23	23	23	22	22	21	24	24	23	22	22	22	—	—
D.B.	Armagnac—Laureau	47	48	44	38	38	37	33	33	30	24	26	28	28	27	27	26	25	25	24	23	23	23	—	—
Maserati	Musso—Valenzano	12	10	7	6	6	6	6	6	5	3	3	2	2	2	3	2	2	2	3	—	—	—	—	—
Cunningham	Cunningham—Johnson	29	24	23	20	28	24	24	22	23	16	15	15	15	14	14	13	13	13	—	—	—	—	—	—
Stanguellini	Faure—Duval	59	57	56	48	44	42	40	38	34	29	24	24	24	23	23	25	—	—	—	—	—	—	—	—
Jaguar	Rolt—Hamilton	9	8	5	4	4	3	3	5	3	2	2	4	5	5	5	—	—	—	—	—	—	—	—	—
Gordini	da Silva Ramos—Pollet	21	18	18	14	14	14	15	16	12	8	9	11	12	—	—	—	—	—	—	—	—	—	—	—
Panhard	Cotton—Beaulieux	44	46	40	34	34	35	34	37	35	26	25	25	—	—	—	—	—	—	—	—	—	—	—	—
Lotus	Chapman—Flockhart	35	39	41	41	41	41	37	34	29	28	27	—	—	—	—	—	—	—	—	—	—	—	—	—

The Cunningham sat in the pit for some time with the fog lights burning, then was wheeled off the course at 10:30, and both the Jaguar and the Aston-Martin came into the pits for fuel. Just ten minutes later the Maserati also called at the pit and ended the contest that had been forming for second and third spots. All four wheels were changed, fuel and water were taken aboard, then instead of the scream of the engine, and spin of wheels that should have marked its departure, the car jerked forward, then came to a dismal halt just outside the pit. The driver tried time and again to get underway, but the car stubbornly refused to move, and the Aston-Martin lapped it while thus embarrassed. By the time the Aston-Martin passed the red car for the third time it was slowly coasting back to its pit, and except for an abortive effort to reenter in order to finish, the car was out.

By eleven o'clock the cars had thinned to 24 and the rain had become a downpour. The cars motorboated along on their spray, with the five remaining Porsches having things nicely sewed up, showing the amazing power of the 550 design. The two MGs left in the running had engaged the three TR 2s very well with one of the former five laps ahead of their rivals while the other was in

the same lap and only a short distance behind, in spite of the crumpling it had received a couple of hours earlier. By noon the Seidel-Genebien Porsche was gaining on the Wilson-Mayers Bristol, but was delayed in passing it by the Porsche's revolving and passing the Dunlop bridge in reverse, to the tune of a crumpled fender. Polensky-von Frankenberg had moved into the lead on the index and were almost seven laps ahead of the following car.

By one p.m., the Porsche had assessed fifth spot from the none-too-healthy-sounding Bristol and by 1:45 yet another Porsche, the Glockler-Juhan car, also scampered by to give the mark the fourth, fifth and sixth positions. And so it continued, through the cold drizzle, in the unusual silence normally broken by the sounds from the sideshows and the cafes. There was nothing but the roar of the engines around the circuit to break the Sunday afternoon quiet. On until four o'clock when the cars, trailing spray like speedboats, crossed the finish line and came in one by one to the applause of the crowd that packed the grandstands. The 23rd Grand Prix d'Endurance was at an end—one of the brightest and yet darkest races ever run.

Car	Drivers	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Jaguar	Beauman—Dewis	8	8	6	5	5	4	4	4	13	15	—													
Panhard	Chancel—Chancel	45	41	34	30	27	27	25	29	27	27	—													
Ferrari	Trintignant—Schell	54	34	22	13	11	11	10	9	10	—														
Ferrari	Lucas—Helde	18	15	15	16	12	13	11	11	18	—														
Mercedes	Fangio—Moss	3	1	1	1	1	1	1	1	1	—														
Mercedes	Kling—Simon	6	5	13	10	7	5	5	3	4	—														
Aston Martin	Salvadori—Walker	14	13	10	12	13	12	12	10	15	—														
Aston Martin	Brooks—Riseley Prichard	19	20	17	17	16	10	18	25	—															
Salmson	Colas—Dewez	50	50	42	35	35	32	29	28	—															
Maserati	Giardini—Tomasi	20	17	16	15	15	15	13	13	—															
Connaught	McAlpine—Thompson	25	26	27	24	22	38	42	42	—															
D.B.	Bonnet—Storez	57	58	57	56	52	46	45	43	—															
Constantin	Poche—Savoy	49	52	49	44	42	44	44	40	—															
Lagonda	Parnell—Poore	16	12	9	8	10	9	9	—																
Porsche	Riggenberg—Gilomen	33	28	24	26	24	26	39	—																
V.P.	Cabantous—Lesur	55	54	54	54	53	47	46	—																
Ferrari	Maglioli—Hill	4	4	4	3	3	10	—																	
Jaguar	Walters—Spear	5	7	12	29	45	48	—																	
Nardi	Damonte—Crovetta	58	59	58	57	55	49	—																	
Maserati	Mieres—Perdisa	10	19	55	55	54	—																		
Austin-Healey	Macklin—Leston	26	24	47	52	50	—																		
Frazer-Nash	Vard—Odum	34	35	32	46	46	—																		
M.G.	Jacobs—Flynn	41	43	52	53	51	—																		
Kieft	Rippon—Merrick	51	56	51	45	43	—																		
Panhard	Navarro—de Montremy	53	55	50	51	49	—																		
Ferrari	Castellotti—Marzotto	1	3	3	7	—																			
Mercedes	Levegh—Fitch	7	6	29	49	—																			
Cooper-Jaguar	Whitehead—Whitehead	13	16	14	—																				
Ferrari	Sparken—Gregory	17	27	—																					
Kieft	Baxter—Deeley	60	60	—																					



**REVOLUTIONARY NEW SELF-CONTAINED, COMPLETE SPRAY KIT MAKES PAINTING EASY!**

# Now Spray Anything In Minutes With Amazing New Super Jet!

**Nothing To Do But Pull The Trigger!**  
**Astonishing New Principle Requires**  
**No Air Compressor, No CO<sub>2</sub> Cartridges,**  
**No Tank! Nothing Extra To Buy!**

Simply plug Super Jet into any 110 Volt A.C. electrical outlet and start spraying! The *patented* precision pumping mechanism allows you to spray from *open* or *closed* containers; spray paints, enamels, varnishes, shellacs, lacquers, water, oil, insecticides, fungicides, even water soluble fertilizers! And amazing Super Jet operates as well on a thimbleful or a barrelful of spraying liquid!

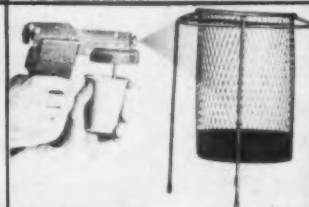
All metal Super Jet contains **NO BREAKABLE PLASTIC OR GLASS** parts! Lightweight and rugged, it sprays as well as professional equipment costing up to 3 times as much! Unlike cumbersome professional equipment or impractical toy-like spray guns, you can use Super Jet every time you have *anything* to paint or spray. It's so simple to use, so easy to clean. Super Jet pays for itself!

## 3 DIFFERENT WAYS TO SPRAY WITH SUPER JET!



**AVERAGE JOBS**—Aluminum jar holds enough material for average paint jobs... chairs, tables, shelves, furniture, etc. Simply refill jar for larger jobs such as boats or automobiles. Also perfect for spraying insecticides, liquid fertilizers, removing wall paper, lubricating tools and machinery, etc.

**SMALL JOBS** — Spray direct from container! Excellent for small spray jobs; painting garden tools, toys, metal grill work, flower pots, lamps, and hobby projects. Also permits spraying deodorizers or disinfectants right from bottle! This feature saves money too. Sprays last drop of paint or spray material!



**LARGE JOBS**—Super Jet's revolutionary principle permits *continuous* spraying direct from large containers of spray material. Special "long-distance" tubing eliminates refilling. No expensive tanks or compressors to buy! Spray walls, floors, ceilings, gardens, lawns, etc.

**A COMPLETE SPRAY KIT!**  
**Only \$29.95—\$1. a week!**

- NEW SUPER JET SPRAY GUN
  - POLISHED ALUMINUM JAR
  - AUTOMATIC PAINT STRAINER
  - 15 FT. DISTANCE TUBING
  - 23 FT. NEOPRENE CORD SET
  - SPARE PARTS
  - WALL CHART & INSTRUCTIONS
  - STEEL CARRYING CASE
- PLUS Your Name in 23 KARAT GOLD written on Super Jet Carrying Case



**FULLY GUARANTEED! 16 Day Free Trial**  
**plus 90 Day Guarantee Against Mechanical Defects.**

**POWER PRODUCTS, INC., 175 E. 87th St., N. Y. C.**

**No Special Air Compressors or Extra Motors Needed!**



**No Spraying Experience Needed**  
**To Operate Easy-To-Use SUPER JET!**

Independent laboratory tests *plus* consumer testimonials show that *Super Jet* is the most versatile spray unit on the market! Super Jet is so rugged, so efficient and economical to use that Army, Navy and Air Corps used them. Thousands in use today in homes and industry. Simple to operate, non-clogging and easy to clean, amazing new Super Jet Spray Kit saves time, work, money!

## AUTOMATIC FILTER!



**NO MORE STRAINING!**—Super Jet comes equipped with an ingenious, fine screen, metal filter that *automatically strains* paint and spray materials. Dirt, pigments, lumps, paint skin, etc. are automatically filtered out and prevented from clogging the gun!

## SELF-CLEANING!



**NOTHING TO TAKE APART TO CLEAN!**—Super Jet cleans itself. Simply spray solvent through the gun for 20 seconds and Super Jet is clean and ready for another job... for a different spray material... or for storage! No work! No time wasted!

**FREE!** Mail Coupon TODAY and get Free 5-piece pocket Screw Driver Set.

**EXTRA BONUS!** Send \$29.95 in full payment of your SUPER JET SPRAY KIT and receive as extra bonus tool kit pictured! Tempered steel 6 inch wrench, 7 inch pliers, screw driver blades and chuck, complete with carrying case. Not a toy!



**MAIL COUPON TODAY FOR 10 DAY FREE TRIAL**

**POWER PRODUCTS, INC.**

Super Jet Division, 9-AG

175 E. 87 St., New York 28, N. Y.

Please send amazing new SUPER JET SPRAY KIT. I must be completely satisfied or I may return within 10 days for full refund. I am using payment plan checked below.

☐ Enclosed is \$29.95 in FULL PAYMENT including postage. Be sure to send my FREE GIFT plus EXTRA BONUS for full payment.

☐ SIMPLIFIED BUDGET PLAN. Enclosed is \$3.00. I will pay balance of \$26.95 at \$1.00 per week plus postage and small credit service charge. (No credit charge if paid within 60 days.) Be sure to send my FREE GIFT!

YOUR NAME will be written in 23 Karat Gold on your kit. Please Print Carefully.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ZONE \_\_\_\_\_ STATE \_\_\_\_\_

# the Editor's Page

**W**E are now entering publication with the third issue of SCI and sincerely hope that we are managing to live up to your expectations. These first few numbers are prepared in the dark, as it were, since our printing and shipping arrangements make it necessary for us to work two to three months in advance of the newsstand sale date. Thus we have put together two issues without your comment and since this is to be your magazine, we are looking forward to your analysis of the new effort. Remember that we cannot supply you with the material you want unless we hear from you.

We listened to the Indianapolis race on the radio Memorial Day and since it is the highpoint for a multitude of racing fans, we feel that it deserves some commentary from the slightly detached standpoint of the sports car owner and driver. In the first place we do not wholly approve of its inclusion on the International Calendar, not because we are not overly intrigued with speedway racing, because it bears so little relation to the other such events. In fact, when subjected to closer inspection, the fact that the cars are all monopoosto seems to be the greatest factor in common.

Another thought that occurred to us while listening to the event was that, for instance, nitrogen-filled tires of very special design are not as likely to react to the standard automobile owner's advantage as readily as the air-filled tires of more usable tread pattern as that fitted to the D-type Jaguar at Sebring. Since both were made by the same manufacturer, we feel that most probably the same research went into the eventual production of both the road and track racing covers, but to us the road tires on the road course are far more convincing than those used at Indianapolis. The tires are cited simply because they came to mind first but the same comment is equally applicable to the other proprietary components connected with the Speedway.

We also feel that the problem of finding suitable circuits for sports car racing would be greatly alleviated if there were the same multi-million dollar advertising possibilities connected with the amateur sport. As one of our acquaintances summed it up, "Just let an American manufacturer build a usable competition sports car and there'll be racing in Times Square and Columbus Circle."

This is enough iconoclasm to hold us for a while, and,

like everyone else, we are more interested in the new MG. The cars were to have been ready for sale early in the season and apparently the design is firmly established as a small C-type effort. We understand that the reason for the delay from August to September or October was caused by the collapse of some of the dies used to form the new body. At any rate the car should please all of the many MG aficionados—even the TC owners.

One rather alarming situation that seems to be on the increase is the number of accidents that are occurring in rallies. These are generally due to a crew getting a bit behind on a mistaken turn or some such and trying, pour le sport, to make up five or six minutes in the same number of miles. The regulation concerning disqualification for violation of the speed laws seems effective only where such violation can be definitely established, and most rally routes are such that overall surveillance is neither necessary nor practical.

We have devoted some discussion time to ways and means of curtailing this sort of thing painlessly and have arrived at the conclusion that the main failing lies not in the rally or the drivers but in the basic differences in the existing traffic regulations in this country as compared to those in Europe. Rallying, after all, is a European sport, based on the premise that there is no speed limit on the open road and the averages set are usually such that maintaining them is the problem. Cars are not often allowed to gain much time over the required speed. On the other hand, the averages are generally set well below the speed limit but there is always the problem of making up lost time which occasions speeds in excess of the average. We feel that a reappraisal of the basic system for rallies should be looked into and perhaps some new scoring system formulated that would not put such emphasis on either mileage (read from the odometer) or time.

So far, unfortunately, we have not heard of a usable alternative to the present system but would certainly welcome any suggestions that our readers come up with. There should be some way to keep the problems and challenges of the rally and still formulate a road contest that would not be marred by the present small, but acute, failings of the game.

—☆—

*George A. Parks*



# CAR LOST ITS PEP? BURNING OIL?

Amazing new method has restored car performance in minutes.  
No mechanic needed—you pay nothing for gadgets or mechanical repairs.

Cars over 3 years old that have gone over 25-30,000 miles are not what they used to be. Your car probably uses too much oil, lacks power, is hard to start, is slow on pickup, uses too much gasoline. You've probably already guessed that the pistons just don't fit the cylinders like they used to—friction has worn a gap between the cylinder walls and pistons that the rings can no longer fully seal. When that happens your engine is leaking. You are losing compression and power each time a cylinder fires. Gas is leaking into the crankcase oil to undermine its lubricating powers, oil is passing up into the cylinders to be waste-fully burned into performance killing carbon deposits.

Formerly \$4.45 **NOW ONLY \$2.98** Regular Size



## WORN OUT ENGINES RUN LIKE NEW

**TEST #1**  
A 1945 "Dodge" 6 cylinder truck had been driven over 100,000 miles without overhaul and was using over a quart of oil every 100 miles. Rated compression of engine when new was 110 lbs.  
After one PEPGO RING SEAL treatment average cylinder compression now was raised over 40% from 76 to 107 lbs. Oil consumption was greatly reduced and gasoline mileage increased.

		Compression Readings—1945 Dodge Truck			
		Cylinder 1	Cylinder 2	Cylinder 3	Cylinder 4
Before	87 lbs.	75 lbs.	75 lbs.	60 lbs.	75 lbs.
After	100 lbs.	110 lbs.	115 lbs.	95 lbs.	105 lbs.

This is the testimony of the experts. Now read what just a few of the many, many satisfied users have said.

**"PEPGO RING SEAL WORTH MANY TIMES THE PRICE."**  
"I cannot tell you how pleased I am with the results Peppo Ring Seal has given in my 1947 Cadillac. Previous to treatment my car used one quart of oil every 250 miles. Now the car uses less than a quart of oil every thousand miles. I have also noticed a real increase in power and gas mileage since the treatment. I have now driven over 3000 miles since the Peppo Ring Seal application and continue to get the same good results. Apart from the savings in oil and gas I found Peppo Ring Seal worth many times the price because it restored the original power of my car. Please send me two new tubes of Peppo Ring Seal for use in my 1950 Oldsmobile." C.S.R., Chestnut Hill, Pa.

**"PEPGO RING SEAL HAS SAVED ME \$145."**  
"I was ready to get rid of my 1941 Mercury when it began to use two quarts of oil every 100 miles and I discovered that a motor overhaul would cost me \$145. After treatment with Peppo Ring Seal I use only two quarts of oil in 1400 miles. Peppo Ring Seal has saved me a \$145 motor overhaul expense which I could not afford. The price of the tube has already been paid for several times over in oil and gas savings alone." S.R., Oxford Village, Pa. (Full statements of above and many more, including service departments, mechanics, etc., available on request.)

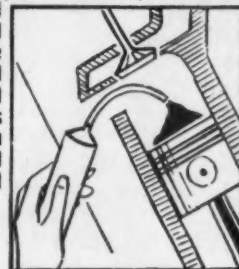
### 30 DAY FREE TRIAL—SEND NO MONEY

You risk nothing. Just fill in the coupon below and we will rush your PEPGO RING SEAL kit together, with full, clear, simple instructions anyone can easily follow by return mail. Just a few easy, pleasurable minutes later your car will begin to operate in a manner that will truly amaze you. Run your car after the PEPGO treatment for a full 30 days. If you are not completely delighted with the results, if your car doesn't run quieter, smoother, with more pep and pick up, less oil and gas consumption then just return the empty tubes for prompt refund of the full purchase price. We stand behind the product. We guarantee—fully satisfactory results, or your money back. 6 cylinder cars require one tube—only \$2.98, 8 cylinder cars 2 tubes—only \$4.98. This is a special offer. PEPGO sold before for \$4.45 per tube. So rush coupon today.

### SAVE UP TO \$150

Now, if this is the situation you are in for an overhaul job costing somewhere between \$50 and \$150 UNLESS—

Yes, there is an alternative. That leaky engine may be fixed in a few minutes without taking the engine apart, without buying a single part or gadget, and at a cost so low you'll hardly notice it. You just squeeze a little PEPGO Ring Seal into each cylinder through the spark plug openings, replace the plugs and idle the engine and you are finished. What happens has led motor experts to describe PEPGO as "Exceeding our highest expectations" and "tremendously" effective. PEPGO coats the cylinder walls, pistons, and piston rings with a unique mineral suspension which has this truly amazing power. When subjected to the high heat of the engine this mineral expands up to 30 times its original volume to fill those gaps between the rings and cylinder walls with a pliable resilient and lubricating seal that holds compression, stops oil pumping, and gas blowing. Compression is increased and with it comes more pep and power, easier starting, better mileage and lower oil consumption.



**TEST #2**  
Engine Compression Completely Restored in 1948 Pontiac  
A 1948 Pontiac "8" had been driven over 77,000 miles without an engine overhaul and was consuming a quart of oil every 200 to 300 miles. Rated compression for this engine when new was 120 lbs.  
After one PEPGO RING SEAL Treatment average cylinder compression was increased from 107 lbs. to 120 lbs. or equal to factory standards when new. The car now exhibited exceptional pep and pick up, even on the mountains of Vermont and upstate New York. Oil consumption was more than cut in half. Gasoline mileage was increased more than 20%.

		Compression Readings—1948 Pontiac			
		Cylinder 1	Cylinder 2	Cylinder 3	Cylinder 4
Before	105 lbs.	95 lbs.	107 lbs.	120 lbs.	110 lbs.
After	125 lbs.	120 lbs.	125 lbs.	122 lbs.	115 lbs.

**NOW ONLY 2.98**

**GET UP TO 50% MORE POWER**

No labor cost—nothing else to buy

### YOU RISK NOTHING

Just prove it for yourself at our risk. PEPGO Ring Seal is guaranteed harmless. It cannot harm the finest car in any way. It can only improve and protect your motor. (Of course it will not correct mechanically defective parts.) Try PEPGO Ring Seal in your engine for a full 30 days. If you are not satisfied that everything we have led you to expect is absolutely true—just return the empty tube and we will refund the full purchase price.

**MODERN MART, Dept. 214P  
35 Wilbur St., Lynbrook, N. Y.**

Name.....  
Address.....  
Rush..... tubes of Peppo Ring Seal together with kit and easy instructions.  
☐ 6 Cylinder cars (1 tube) \$2.98 ☐ 8 Cylinder cars (2 tubes) \$4.98  
☐ Send C.O.D. I will pay postman on delivery plus a few cents postage. If I do not see immediate improvement, if after even 30 days' use I am not completely satisfied that I have gotten improved Pep, pickup, performance and economy for my car, I may return the empty tubes for prompt refund of the full purchase price.  
☐ I enclose payment. Modern Mart will pay postage. Same Money Back Guarantee.



# review of events

**T**HE Grand Prix of Europe went to Scuderia Ferrari in an unexpected twist May 22 when Maurice Trintignant won the event, the thirteenth running of the Grand Prix of Monaco. This was also the last race for the veteran driver, Alberto Ascari, and provided the spectators with more than their share of close action and hard driving.

The two Mercedes, Fangio and Moss, took an early lead over the third car, Ascari in the Lancia, and looked as though they would have an almost uncontested victory. The lead was almost five minutes at the half way mark. The Lancia-Maserati duel waged between Behra and Ascari kept the action for third spot hot though with the cars passing and repassing for the first thirty laps.

Just past the half-way point Fangio's transmission failed and the car had to retire, leaving Moss with the wide margin and an apparent win. As races go, Castellotti, driving a Lancia had been forced out, and

Trintignant, driving steadily, had moved up from ninth to fourth, going into third when the leading Mercedes withdrew. But he was still some four minutes behind Ascari. At eighty laps the order was unchanged and the remaining Merc, driven by Moss, was firmly holding its lead. Then the fortunes of racing began to play havoc with the order. An oil union on Moss's car came adrift and the engine blew up. Hardly had he retired the smoking machine to its pit, when Ascari, screaming through the tunnel and along the Quai des Etats-Unis, missed the chicane and went into the harbor, leaving Trintignant in the lead with a comfortable enough margin to come home the winner.

Ascari, who had pushed to within one minute of Moss's car when the accident occurred, was undamaged, but less than a week later another unfortunate accident put an end to his brilliant career and left an unfillable gap in the ranks of motoring's finest drivers.



## the Schedule

### SCCA

- Aug. 19 Atlanta, Ga., Night Rally.
- Aug. 20 Steel City Region, Midnight Rally.
- Aug. 21 AKRON, OHIO, NATIONAL RACES.
- Aug. 21 Neohio Region, Rally.
- Aug. 21 Washington, D. C., Rally.
- Aug. 21 Chicago, Illinois, Picnic Rally.
- Aug. 27 Oklahoma Region, Rally.
- Aug. 28 Southwest Georgia, Rally.
- Aug. 28 N. New Jersey, Midnight Rally.
- Aug. 28 Los Angeles, Calif., Gymkhana.
- Sept. 3-5 Florida Region, Rally.
- Sept. 4 Pensacola, Fla., Gymkhana.
- Sept. 4 THOMPSON, CONN., NATIONAL RACES.
- Sept. 5 KANSAS CITY, KAN., NATIONAL RACES.
- Sept. 5 Nebraska Region, Rally.

### International (FIA) Calendar

#### Grandes Epreuves

- Aug. 21 Swiss Grand Prix, Berne, Switzerland.
- Sept. 11 Italian Grand Prix, Monza, Italy.

#### Rally Calendar

- Aug. 17-21 Liege-Rome-Liege, Liege, Belgium.
- Aug. 25-28 Styrian Mountain Rally, Austria.
- Sept. 1-11 Tour of France.
- Sept. 4 Yugoslavian Mountain Rally, Ljubljana, Yugoslavia.
- Sept. 9-11 Bad-Neuenahr Rally, Frankfurt-am-Main, Germany.
- Sept. 9-12 Viking Rally, Oslo, Norway.



ILLUSTRATED — SEPTEMBER 1955

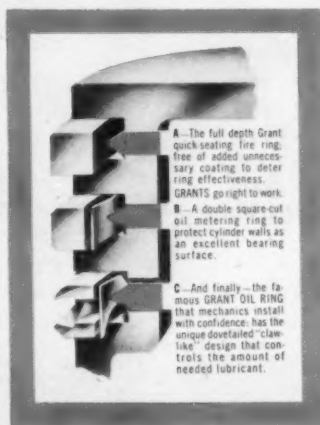
### DEMPSEY WILSON

## #1 GRANT PISTON RINGS BOOSTER

Promoter J. C. Agajanian awards Dempsey Wilson the Main Event Trophy for winning the 150 lap Grand Prix Midget Race at Gardena Stadium.

Wilson took the lead on the second lap and was never headed in his record breaking performance—his nearest competitor was nearly a half a lap behind the fast moving Wilson at the finish.

GRANT PISTON RINGS furnished the extra power for this stellar performance—there is a set of GRANT PISTON RINGS for your passenger car which will give the added punch and zip needed in today's traffic.



A—The full depth Grant quickseating line ring, free of added unnecessary coating to deter ring effectiveness. GRANTS go right to work.

B—A double square-cut oil metering ring to protect cylinder walls as an excellent bearing surface.

C—And finally—the famous GRANT OIL RING that mechanics install with confidence, has the unique dovetailed "clam-like" design that controls the amount of needed lubricant.

Dempsey Wilson  
Racing Cars

Grant Piston Ring Co.  
Los Angeles, Calif.

Gentlemen:

Grant Rings were a contributing factor in my winning the 150 lap National Championship AAA Midget race at Gardena, Calif.

I can highly recommend them as we have never had better power and oil consumption has been completely eliminated.

Put me down as your Number One Grant Ring booster.

Sincerely,

*Dempsey Wilson*

Write direct for Grant's Speed Specs for American and Foreign engines.

**Grant**  
PISTON RINGS

GRANT & GRANT, 241 NO. WESTMORELAND AVE., LOS ANGELES 4, CALIF.

# shop talk

**T**O finish up our discussion last month on supercharging there are some other items in connection with trying to prepare a car for racing by using a blower that might well be gone into here.

The fan is a go-grabbing item that for speeds over forty is practically unnecessary on sports cars. Most will run quite happily without one in everything but the slowest traffic and hill climbs.

Now that we've tried to obtain a bit more punch out of the supercharged engine, there are some problems that go along with extra horsepower that would never show up normally. The first and most annoying of these are blown head gaskets. The only remedy for this is stronger gaskets, and these are usually available from the automobile manufacturer. If the competition gaskets keep popping like corks, the only final solution (and it might prove cheaper in the long run to try it as a first rather than last resort) is to make a gasket from auto body steel. This is about as tough as a gasket can get, but you'll have to lap the head and block using valve grinding compound before it will make a tight seal.

That's about the sum total of necessary or advisable work on the engine. The whole thing should go considerably better for the little extra attention, and with the advantages offered in class F to the older MGs with 1250 engines, you ought to be a potential threat in competition on the right kind of course.

There are other things that help in running a car with a blower, things not exactly part of the engine. Superchargers need lubrication. This holds for all designs, and they need it internally as well as at the bearings. Try mixing your fuel so that it consists of about three per cent castor oil. You should get a unit with real longevity and keep the valves from crisping at odd moments too.

If you want to, and depending entirely on the event you are entering, try a rear end ratio that will give you better top end performance. The supercharger should keep your acceleration at an acceptable figure, and the more miles per hour you get for each thousand turns in top gear come in handy at times. Tires with a larger cross section on the ground are helpful too, as well as any extra poundage you can conveniently and legally peel off the car.

Aside from that, keeping all the connections tight so that your pressure system doesn't leak should about clean up any problems you run into, including numbered Detroit bombshells.

One other item that has come to our attention is the

increasing number of specials which are making their appearance on the road. These are based on anything and everything from FIATs to MGs and quite often, while they show imagination in conception, they are sadly lacking in craftsmanship.

This should be a rapidly vanishing condition since the appearance on the shelves of Autobooks, 2708 W. Magnolia Boulevard, Burbank, California, of a long-needed volume. "Sports Car Bodywork" is unique in the field, since there has not to our knowledge been a publication compiled on the specialized subject. Mr. B. W. Locke who authored the collection of most concrete information is obviously at home in his field and there are many, many bits of useful information that could not be come by without costly trial and error experiment.

The book and drawings, packaged together in a portfolio type jacket, cover the field from designing the body to the finishing touches on the paint job. Detailed instructions are given on building wooden framework units, metal "space-frame" types, and a most interesting chapter on reinforced plastic construction.

Along with these aspects, the author gives some really intriguing suggestions on accessories such as alloy floorboards, lightweight bucket seats, windshields and the like. This would make the book and drawings valuable to almost all owners of sports cars but there are considerably more uses for the book than undertaking a special of your own. For one thing, the detailed knowledge of the construction methods used in building sports bodies will greatly facilitate the making of minor body repairs and the book contains some *very* usable information on metal working, welding and the like. The section on finishing should give even the most complete novice a good foundation for touching up nicks and gouges, and even undertaking (successfully if the instructions are followed) the whole paint job.

Mr. Morrow informs us that Autobooks is the sole agent for the book and drawings, and that the prices are \$2.50 for the book and \$7.50 for the book and drawings. We would recommend the combination since the larger illustrations serve to augment the text and definitely give a clearer picture of the problems. In either form the work should certainly be in the library of anyone considering the construction or maintenance of a sports car.

INTRODUCING:

THE FIRST  
HOW-TO-DO-IT  
MAGAZINE  
DEVOTED  
EXCLUSIVELY  
TO THE  
AUTOMOBILE  
OWNER



# HOME AUTO MECHANIC

*A new member of The Motor Group, loaded  
with money-saving, do-it-yourself  
articles and step-by-step picture stories.*

*For the most authoritative and best  
publication in this field, read the*

**HOME AUTO MECHANIC!**

## HOME MECHANIC AUTO

814 H Street N. W., Washington 1, D. C.

1 Year \$3.50

2 Years \$6.00

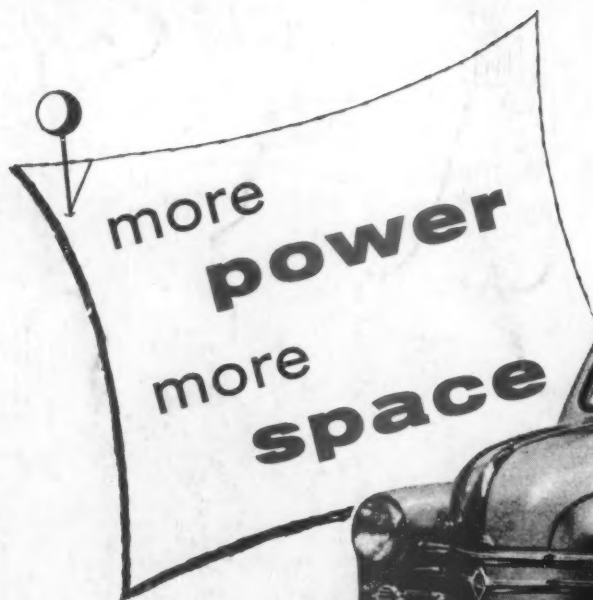
Foreign add \$1.00

NAME .....

STREET .....

CITY ..... ZONE ..... STATE .....





**\$1195**

F.O.B.  
East Coast Ports  
Slightly Higher Elsewhere  
Includes Duty and  
Excise Tax



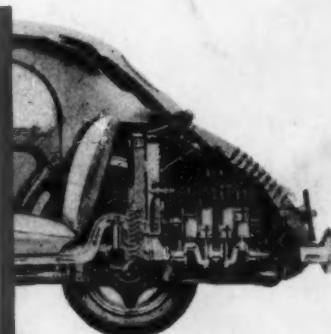
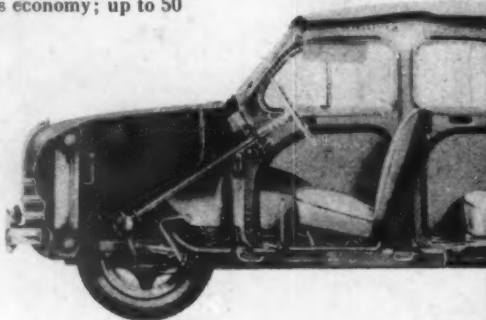
champion of its class

## RENAULT 4CV

Class winner of 64 awards in 1954, the 4 CV has won the esteem of car owners all over the world for its uniquely *practical* features—unrivalled by any other car in its class.

The 4 CV's brilliantly engineered rear engine provides the perfect balance that makes this amazing car hug the most winding roads at top speeds. Efficient weight-to-power ratio gives you quick starts in city traffic, reserve power to climb steepest mountain grades easily, without overheating. It gives you matchless economy; up to 50 miles to the gallon of gas.

Open the 4 CV's four big doors; admire the comfortable interior with room to spare for four passengers. Lift the front hood and marvel at the spacious luggage compartment. Drive the 4 CV in heavy traffic, and on the roughest country road you know. You, too, will call the 4 CV champion of its class.



Hughes Motor Co.  
Maine & M Sts., S. W.  
Washington, D. C.

Henry Baker  
459 Hempstead Turnpike  
Franklin Square, L. I.

### RENAULT OF FRANCE

270 PARK AVE., NEW YORK 17, N. Y. • PL 5-8700

#### Distributors

Empire Aircraft Corp.  
Spring Valley, N. Y.

Blocker Motor Co.  
1000 Granby  
Norfolk, Va.

R. J. O'Brien  
1009 Central Ave.  
St. Petersburg, Fla.

Tschudy Motors  
5517 Reisterstown Road  
Baltimore, Md.

International Auto  
Sales & Service  
2308 Tulane Ave.  
New Orleans, La.

Allwood Motors  
850 Bloomfield Ave.  
Allwood, N. J.

John L. Green, Jr.  
448 S. Hill St.  
Los Angeles, Calif.

Charles St. Garage  
144 Charles St.  
Boston, Mass.

Glenn L. Paton  
311 E. Pine St.  
Seattle, Wash.

Clarence Tally Motors  
2146 No. Harwood  
Dallas, Texas

Snider Motor Co.  
2022 N. E. Broadway  
Knoxville, Tenn.

S. H. Arnolt, Inc.  
415 E. Erie  
Chicago, Ill.